

COMMITTEE AMENDMENT FORM

DATE 6/28/05

COMMITTEE CD/HR

PAGE#(S) _____

ORDINANCE# _____

SECTION(S) _____

RESOLUTION# 05-R-1136

PARAGRAPH _____

AMENDMENTS:

To attach NPU-X Green Space Plan to the NPU-X Comprehensive Plan and make NPU-X Green Space Plan a part of the NPU-X Comprehensive Plan.

Municipal Clerk
Atlanta, Georgia

05-*R* -1136

A RESOLUTION:

CDP-05-35

BY COMMUNITY DEVELOPMENT/HUMAN RESOURCES COMMITTEE

**A RESOLUTION ADOPTING THE NPU-X COMPREHENSIVE PLAN BY
REFERENCE INTO THE 2004-2019 COMPREHENSIVE DEVELOPMENT
PLAN OF THE CITY OF ATLANTA; AND FOR OTHER PURPOSES.**

WHEREAS, the Community Design Center of Atlanta (CDCA) has conducted the NPU-X Comprehensive Planning process for the areas of the City of Atlanta contained within Neighborhood Planning Unit "X" (NPU-X); and

WHEREAS, the residents and property owners in NPU-X have worked with the Community Design Center of Atlanta to develop a vision for residential, office, commercial and employment growth, and the appropriate and desirable means for accommodating the resulting transportation impacts; and

WHEREAS, this planning document entitled the NPU-X Comprehensive Plan has been developed based upon the direct input of the residents, property/business owners and other stakeholders in the study area; and

WHEREAS, the City Council wishes to adopt said plan as a guide for future development.

**NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF ATLANTA,
GEORGIA, HEREBY RESOLVES:**

SECTION1: That the NPU-X Comprehensive Plan, a copy of which is attached hereto as Exhibit A, is hereby adopted by reference as a component of the Comprehensive Development Plan by the City Council of the City of Atlanta, Georgia.

SECTION2: That all resolutions and parts of resolutions in conflict herewith are hereby rescinded.

E-1

NPU-X GREEN SPACE PLAN

Prepared by Sizemore Group

January 2005

Sponsored by

The Arthur Blank Family Foundation

The Community Alliance of Metropolitan Parkway Inc.

ACKNOWLEDGEMENTS

Core Team

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Lee Biola, Board Member, CAMP, Inc.
Emery S Leonard, Board Member, CAMP, Inc.
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Venky Babu, Project Manager, Sizemore Group
Paulette Jones, Community Outreach, Quality Growth, Inc.

Extended Team

Council Woman, Joyce Sheperd, City of Atlanta
Dianne Bryant, NPU Chair, City of Atlanta
Bill Dunkley, Principal Planner, City of Atlanta
Jill Redman, Community Resident
Be Edwards, Perkerson Park Restoration Committee
Yvonne Smith, Perkerson Park Restoration Committee
Ryan Gavel, President, Friends of the Beltline

CLIENT

The Community Alliance of Metropolitan Parkway, Inc. (CAMP, Inc.)

CONSULTANTS

Sizemore Group
Quality Growth, Inc.



NPU – X GREEN SPACE PLAN

PREPARED BY SIZEMORE GROUP in association with CAMP INC.

Sponsored by **ARTHUR BLANK FAMILY FOUNDATION and CAMP INC.**

THE ARTHUR M. BLANK FAMILY FOUNDATION

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INTRODUCTION

CAMP, Inc. commissioned Sizemore Group to prepare a Green Space Plan for the NPU-X community within the City of Atlanta. This study is sponsored by The Arthur M. Blank Family Foundation and CAMP, Inc. The goal of the study is to preserve and enhance the green space within the community, provide recreational amenities for the community and improve the quality of life.

GOALS

- To acquire green space
- To identify projects for implementation
- To increase park, play grounds, open space, recreational amenities, trails for the neighborhood activities
- To improve connectivity and pedestrian walkability of the neighborhood
- To improve public safety
- To Integrate LCI initiatives
- To improve the image of the community



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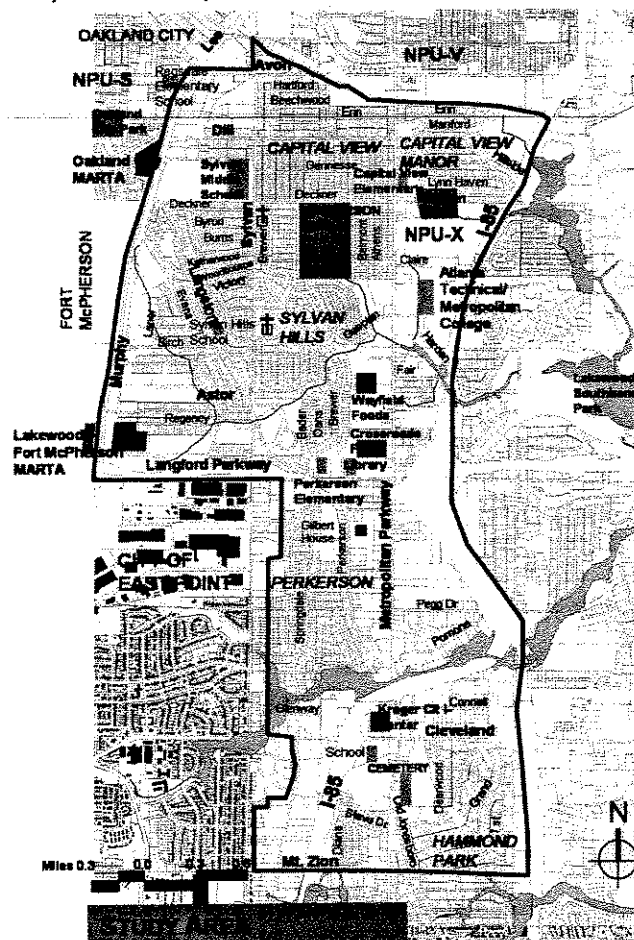
STUDY AREA

The study area is the NPU-X boundary as defined by the City of Atlanta. The NPU-X community is located in the southwest corner of City of Atlanta. The study area is bound by interstate 85 to the east, Mt. Zion Street and City of East Point to the south, rail tracks (beltline) to the north and Murphy/Lee Street to the west.

Major arterial streets are, Metropolitan Parkway that runs across the community north-south and Langford Parkway that runs east-west.

Major Parks in the study area are; 50 acre Perkerson Park and 6 acre Millican park, both maintained by the City of Atlanta. Lakewood amphi-theatre is adjacent the study area to the east which is a major recreational node.

Two MARTA stations are on the western edge, one in the north (Oakland City) and the other in the south (Lakewood McPherson) in the study area



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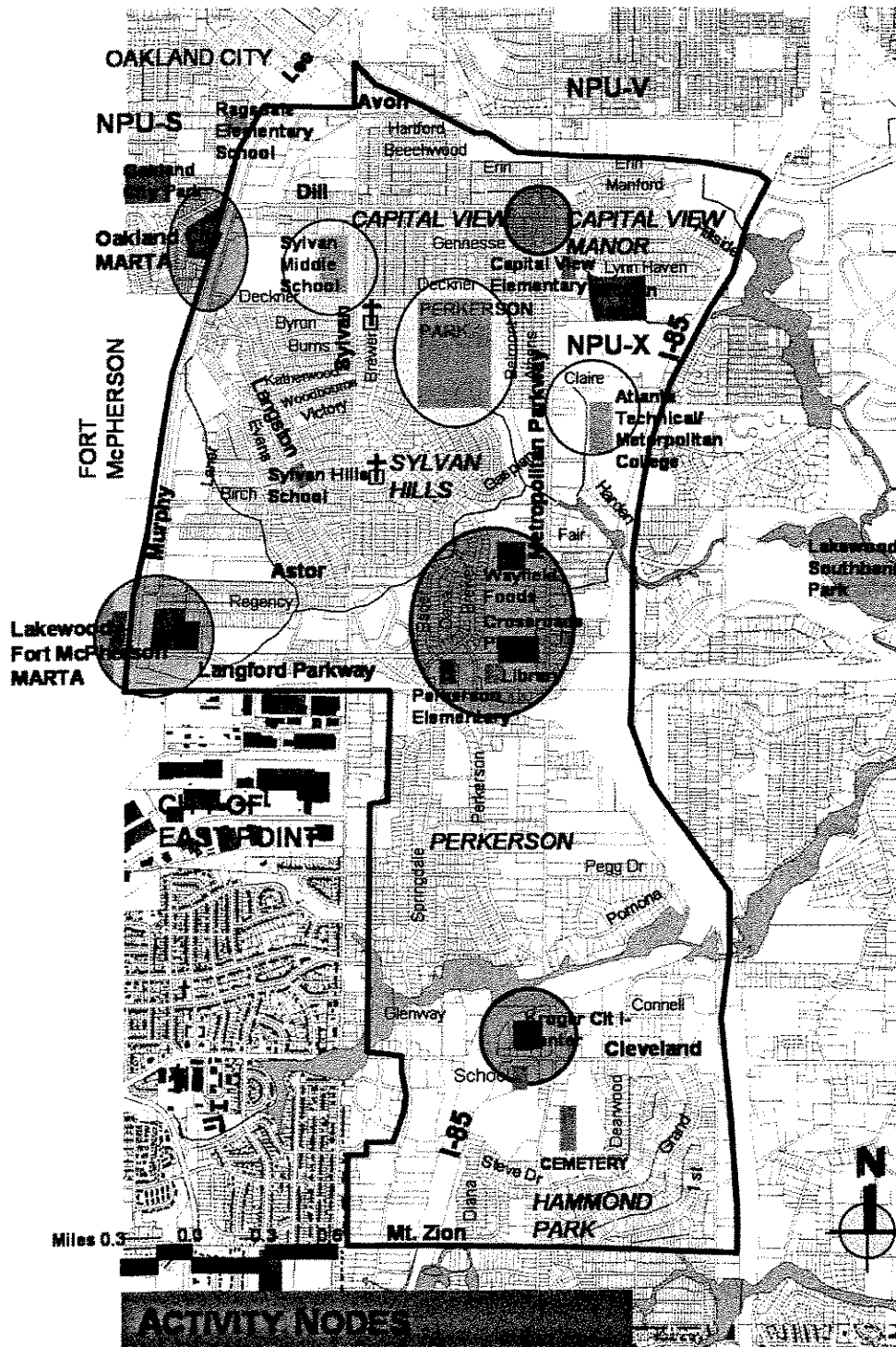
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An analysis of the existing physical conditions; street network, activity nodes, open spaces, parks, walking distances, creeks, flood plains, and the proposed projects as recommended by the LCI study for the study area was conducted. Following maps illustrates this analysis.



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LEGEND

-  Transit Nodes
-  Commercial/Mixed activity Node
-  Recreation Activity Node
-  Educational Node

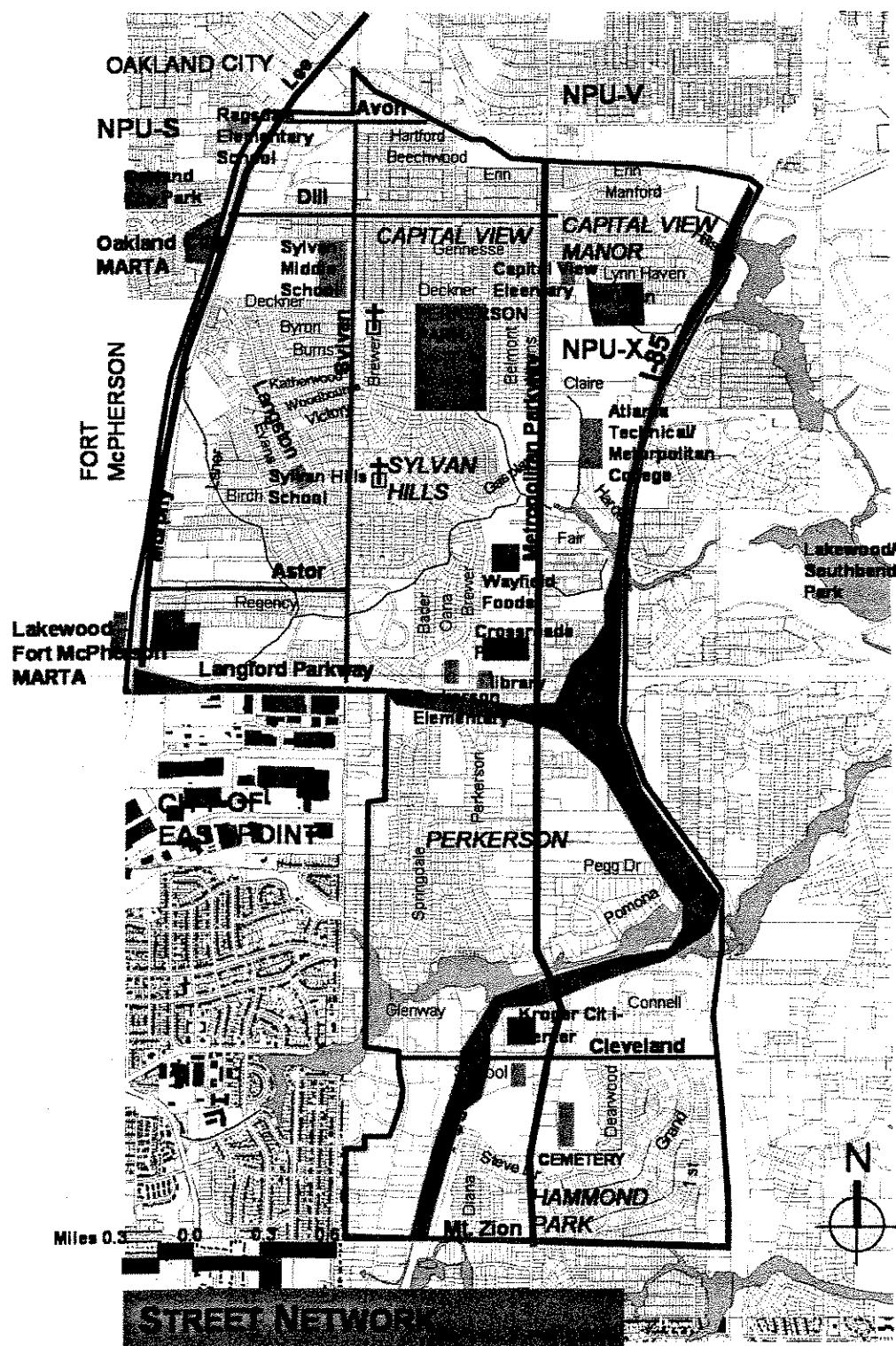


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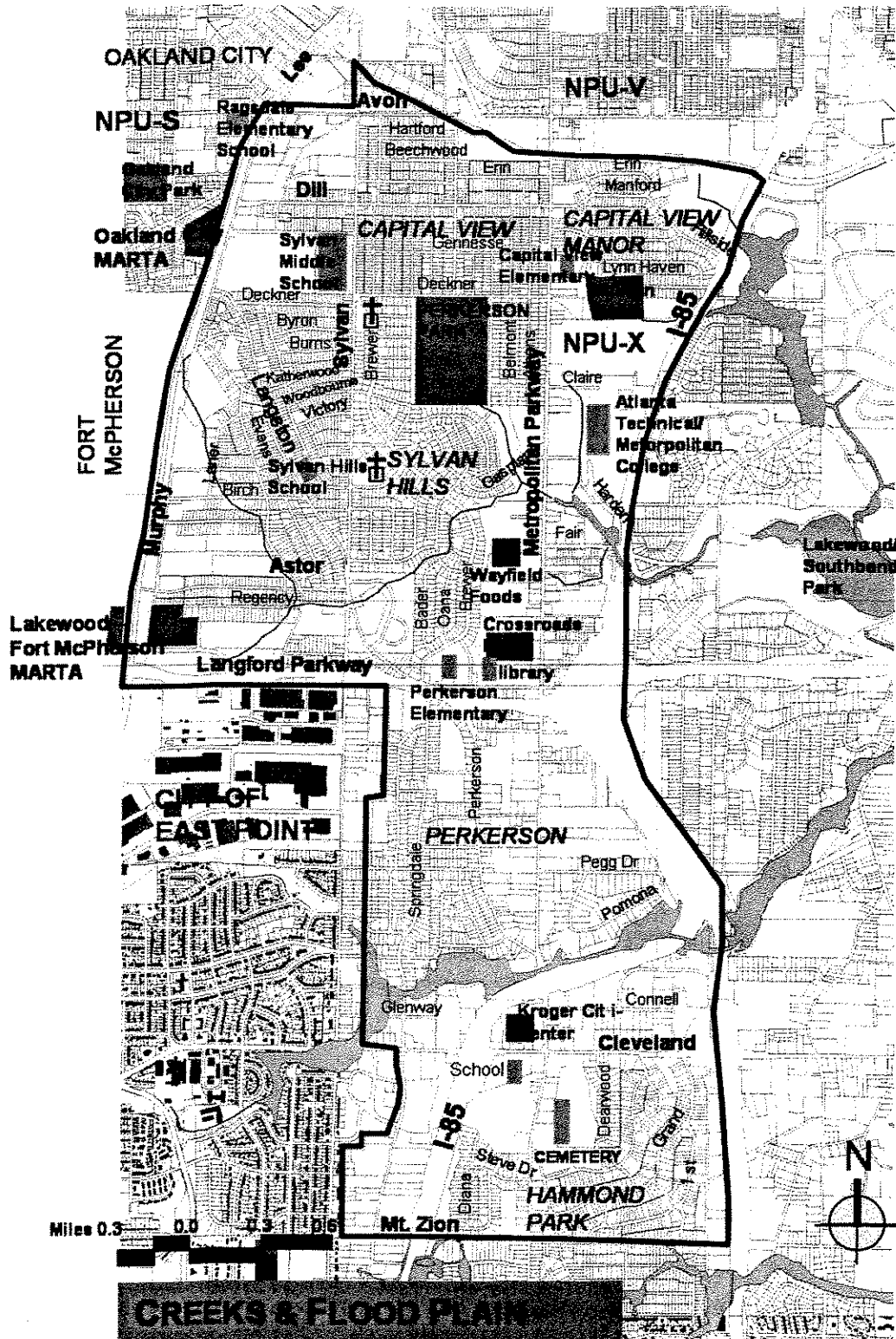


NPX - X GREEN SPACE PLAN

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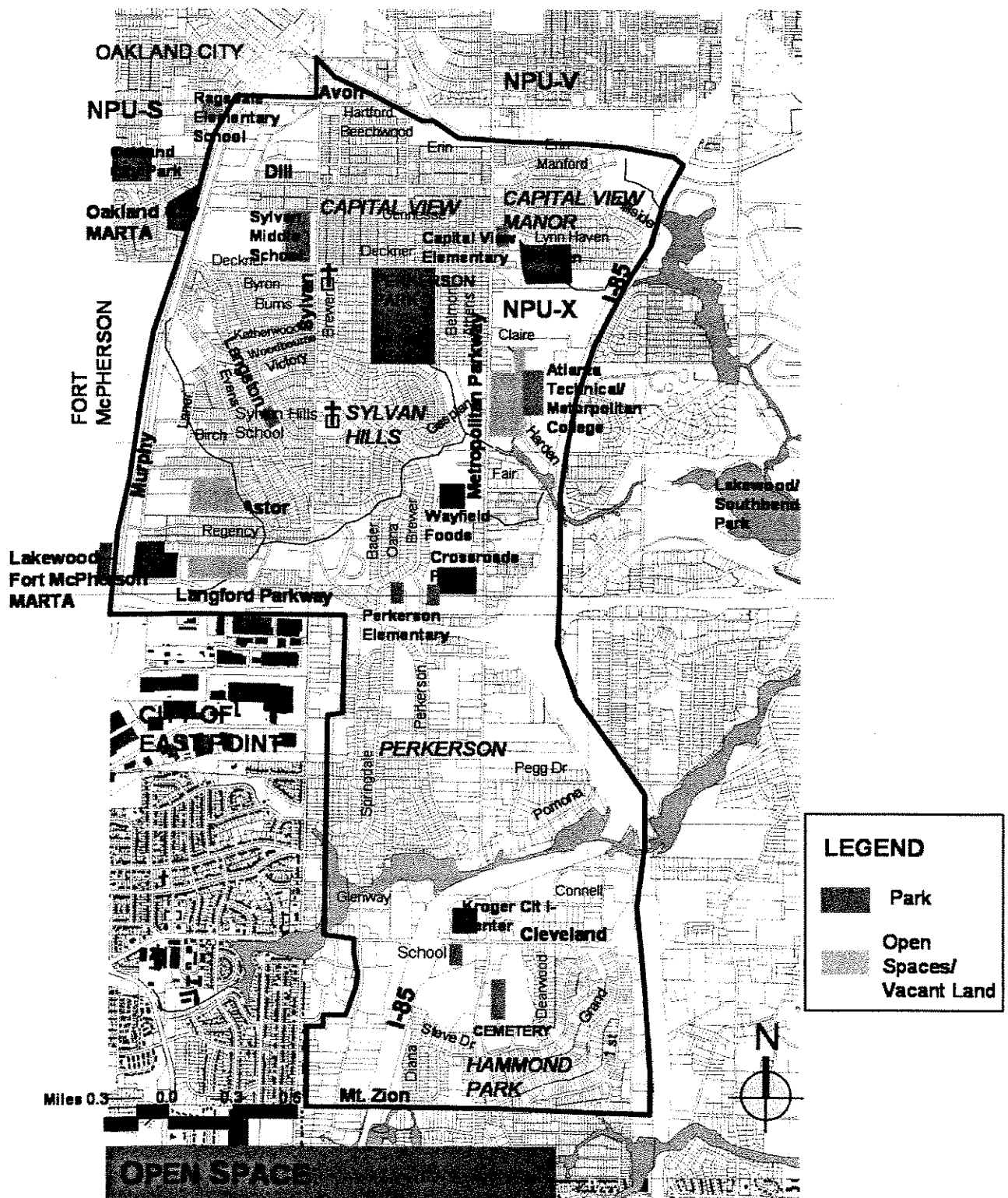


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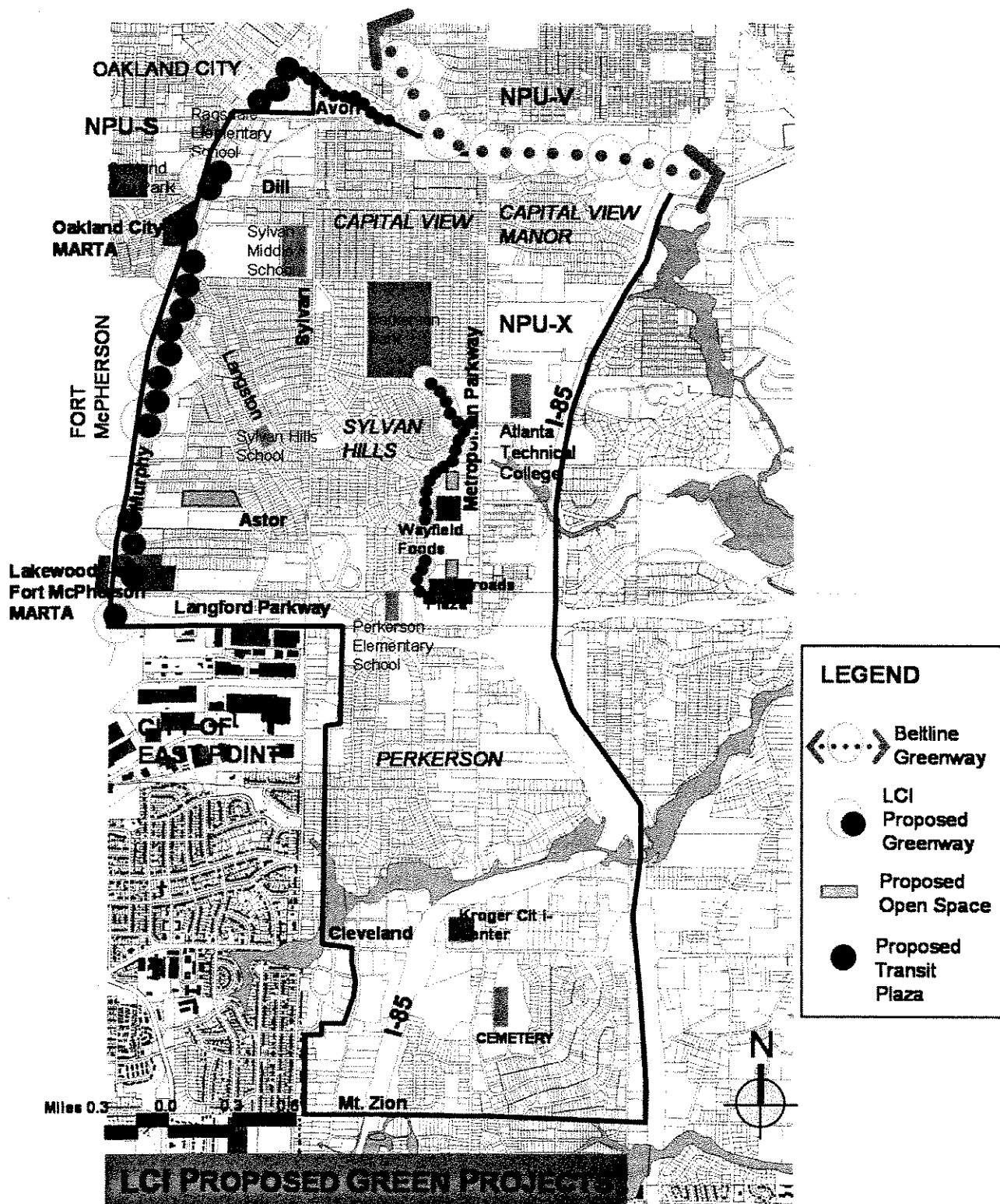


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**CITY OF ATLANTA
GREENWAY TRAIL
CORRIDOR PLAN**

LEGEND

- CEMETERY TRAIL CORRIDOR
- PARK
- MARTA STATION

Prepared for PATH by Ashley, Hughes, Good & Associates, Inc. 1992



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COMMUNITY INPUT – SURVEY and INTERVIEWS

As part of soliciting community input to understand the needs, desires and aspirations of the community a survey was conducted that addressed various issues. In addition, stakeholder interviews were conducted that included representatives of City of Atlanta and the members of the Community/Organizations. Summary of this survey is as shown below.

What kind of Greenspace would you like to see in your community?					
	I Love It	I Like It	It's OK	I Don't Like It	No Way
Large Urban Park	13	3	6	1	0
Small Pocket Parks/Play Grounds/Tot L	11	9	2	1	0
Active Recreation Areas	19	5	3	0	0
Passive Recreation Areas	13	4	4	1	0
Village Green (Civic Green)	11	7	6	0	0
Bike Trails	17	4	4	1	0
Walking Trails	14	9	1	0	0
Conservation Areas	13	5	4	0	0
Urban Farm	5	5	8	0	2

Which one of these is the single most do you consider important to you?	
Large Urban Park	3
Small Pocket Parks/Play Grounds/Tot Lots	3
Active Recreation Areas	6
Passive Recreation Areas	3
Village Green (Civic Green)	3
Bike Trails	3
Walking Trails	5
Conservation Areas	1
Urban Farm	0

How do you like these amenities located?	
One Location	4
Distributed	20

What is the maximum distance would you walk to these amenities?						
	3mts	5mts	10mts	15mts	20mts	30mts
Large Urban Park	4	3	7	3	1	0
Small Pocket Parks/Play Grounds/Tot Lots	5	7	6	0	0	0
Active Recreation Areas	4	4	9	4	0	1
Passive Recreation Areas	1	5	7	3	0	1
Village Green (Civic Green)	1	5	6	2	0	0
Bike Trails	6	2	6	2	1	1
Walking Trails	2	5	6	3	0	2
Conservation Areas	2	8	8	2	1	0
Community Farms	1	2	6	5	1	1

Would you like your community to use community park areas for school?	
Yes	19
No	5

Would like your school to have sports fields that can be shared by the community after hours?	
Yes	21
No	4

If you are of school age or have school going children, how do you/they go to school?				
	Bike	Walk	Bus	Drive
	1	2	3	4



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What public facilities would you like to see located within green space system?

MARTA Station	School	Gym	Library	Sr. Ctr.
4	6	15	17	15

Others:

- ☐ Recreation Center
- ☐ Belt Line
- ☐ Belt Line
- ☐ Dog Park

What kind of trail would you like?

Pedestrian/ Walking trail	Bike trail	Multi-purpose trail
13	8	15

Would like pedestrian/bike connectivity to the neighborhood amenities/nodes?

Yes	7
No	2
Doesn't Matter	7

Would like to see public art in your community? – as part of streetscape and in parks

Yes	20
No	0
Doesn't Matter	4

Would like to see gateways created to the Community?

Yes	20
No	4

Locations:

- ☐ Springdale Road and Lakewood Avenue/Pekerson Rod, Springdale Rd and Cleveland Avenue
- ☐ Deckner & Metropolitan
- ☐ Sylvan Hills, Cap. View, Pekerson
- ☐ Metropolitan by Borhead; railroad bridge
- ☐ Deit & Brewer
- ☐ University, Metropolitan Parkway
- ☐ Dill and Metropolitan Parkway, Deckner and Metropolitan
- ☐ Metropolitan Parkway & Beltline Intersection; Dill & Murphy
- ☐ University and Cleveland
- ☐ Perkeson Park

Do you see traffic issues that require traffic calming; such as traffic circles, medians, raised cross walks, etc.?

Yes	13
No	3

Locations:

- ☐ Traffic circle at Pekerson Road and Langston Drive, SW by Pekerson Entrance & Exit from Highway 166; gate way to Gilbert House at Avery Park, National Historic site area – good spot to promote Gilbert House and slow traffic.
- ☐ Dill & Sylvan, Dill Allen, Metropolitan and Dill
- ☐ Dill & Metropolitan; Metropolitan & Deckner, Metropolitan & Genesee
- ☐ Sidewalk length of Astor Perkeson Road
- ☐ Dill and Metropolitan Parkway
- ☐ Brewer Blvd
- ☐ Lahoon Street SW. ; Casplans
- ☐ Metropolitan and Dill
- ☐ Dill Ave has certainly shown us increase in traffic in the past 1 1/2 years. Either it needs to be made a one way street, and either Erin could also be considered an alternate.
- ☐ Metropolitan Parkway
- ☐ Metropolitan Parkway
- ☐ Metropolitan Parkway



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ISSUES

Based on the analysis of the physical conditions of the study area and the community survey the critical issues with regard to the green space and the amenities were identified as mentioned below:

- Conservation of open spaces, to limit vacant land consumed by development
- Development/enhancement of parks; Millican park and Perkerson Park
- Smaller open spaces such as pocket parks, tot lots, etc. close to the residents distributed across the community for easy access
- Connectivity between the parks and activity nodes, such as library, commercial node, MARTA, schools, etc. through sidewalks/trails
- Lack of trails for the use of the community
- Poor image and public safety; streetscape, art work, gateways, sidewalks, building conditions, etc.
- Traffic calming
- Space for community activities such as Sunday market, etc.



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Public Design Charratte

Once the analysis and survey was completed and synthesized and issues were identified, the stage was set for the design charratte, a half-day forum in which the development, flood plains, creeks, circulation, open space, parks, safety, connectivity issues, concerns and desires of the community was addressed.

The event was held on November 16, 2004 at the Sullivan Center. The charratte was held between 5 PM and 8.30 PM where the community was briefed on the goals, issues and needs that were synthesized through the community visioning process. The participants were given a brief on the charratte process and outline.

The intent of the design charratte was to solicit community input in the design of Green Space Plan. The charratte format was designed as a hands-on design involvement from the community, wherein the participants were organized in groups and each group was represented by a designated community member. The group was asked to follow a design process to generate a plan addressing the issues and questions under four elements; preserve, change, create and connect.

They were guided and assisted by the professionals of the consultant team. The plan options were generated through a process of investigating the target area and addressing the following questions:

1. What would you preserve?
2. What would you change?
3. What would you create?
4. What would you connect?

The graphic results of these questions were recorded on transparent overlays on top of a base map of the study area. Once the overlays were created, master plan began to emerge; the plans were then critiqued by each team and further refined throughout the day. At the end of the design workshop the refined plan were presented by a designated member of each team. The pros and cons of each teams' plan were discussed. The following plan is the synthesis of the design workshop and the core team members.



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What would you like to Preserve?

When asked what physical elements that the community wanted to preserve, it was determined that the flood plain, stream beds, existing parks (Perkerson and Millican), cemetery, Gilbert House, Churches, potentially existing open space/vacant land.

- Flood plains
- Stream beds/Creeks
- Existing Parks
- Cemetery
- Churches
- Buffers behind Crossroads Plaza
- Open space in schools/College (Perkerson Elementary, Capital View Elementary, Sylvan Middle School and Atlanta Technical College)
- Gilbert House

What would you like to Change?

The overwhelming response to the question of what the community want changed are the redevelopment of Metropolitan Parkway that is filled with vacant, under utilized and unattractive development. Specifically the redevelopment of the Crossroads Plaza was at the top of the list. To improve the image of this main arterial street that is the 'spine' of the community. The community wants the existing vacant land off of Astor to be developed into a park as identified in the LCI study as Sylvan Hills Park. Community would like to see the development of land across Lakewood MARTA with open space/park integrated into it. The development of Perkerson and Millican parks with more facilities were important to the community. The community wants to see the gateways into the community changed into desirable and attractive entrances. The community also desires the improvement of the school bus depot and lot opposite across the Atlanta Technical College into a park or a gymnasium/recreational facility for the use of the community.

- Redevelopment of vacant/dilapidated/under utilized lots along Metropolitan Parkway with good streetscape
- Existing vacant lot on Astor to be developed as Sylvan Hills Park (as identified in Lakewood/McPherson LCI Study)
- To develop the buffer area behind the crossroads that stretch up to Perkerson Park into a multi-purpose trail
- Development of vacant lot across Lakewood Marta station with open space/park
- Development of vacant lot at the intersection of Dill and Sylvan



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- Improve the gateways into the community
- Landscape to improve the image at Kroger Plaza – parking lot and at street intersection
- Development of Millican Park and improvements to Perkerson Park

What would you like to Create/Connect?

All of the community members and the experts agreed that a multi-use loop trail that connects Perkerson Park, Millican Park and Lakewood Amphi-theatre Park along the creek be created. Further the trail is extended to the Crossroads Plaza. The community agreed to endorse the two recommendations of the Lakewood/McPherson LCI study; beltline and the greenway along the Lee Street that connected the two MARTA stations with plaza/open space integrated. The community wanted several gateway improvements in the key intersections. The landscape design for these gateways shall carry a theme to define the NPU-X community. For example water fountain, art work, planting, etc. To improve the connectivity throughout the neighborhood, sidewalk/multi-use paths were created along major arterial and network. This would improve the pedestrian access to school, parks, MARTA and commercial nodes. The sidewalks that are close to the senior housing concentration around Kroger/Cleveland Road be designed to accommodate the handicap. It was also agreed to create open space along the I-85 by Hammond Park as part of the proposed Charter School. This would help improve the gateway to Hammond Park. Furthermore, creating permanent space/services for the Sunday market in Hammond Park close the currently held location. In addition to these, it was also agreed to create small pocket parks and tot lots throughout the community in close proximity to the residents.

- Multi-purpose loop trail that connect Perkerson Park, Millican Park and Lakewood Amphi-theatre
- Greenway as recommended by the Lakewood/McPherson LCI Study and to include gateway improvements at Dill/Lee and Astor/Lee at both Marta Stations
- Create Sylvan Hills Park as recommended by the Lakewood/McPherson LCI Study on the vacant lot on Astor
- Gateway improvements at key entry locations to the community to include landscaping, artwork and other unique landscape features
- Create permanent green space for Sunday Market in Hammond Park



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- Development of Millican Park and improvements to Perkerson Park (additional community services and maintenance)
- Streetscape and sidewalk improvements along Metropolitan Parkway and other streets as identified to allow for pedestrian accessibility including handicap as needed and to create an attractive image (including sidewalks, street furniture, art work, and trees)
- To create beltline

The community also wants to ensure open spaces/parks be created when developing vacant land as part of the development as in the case of proposed initiatives in the Lakewood/McPherson LCI study; MARTA development, Crossroads development, etc.



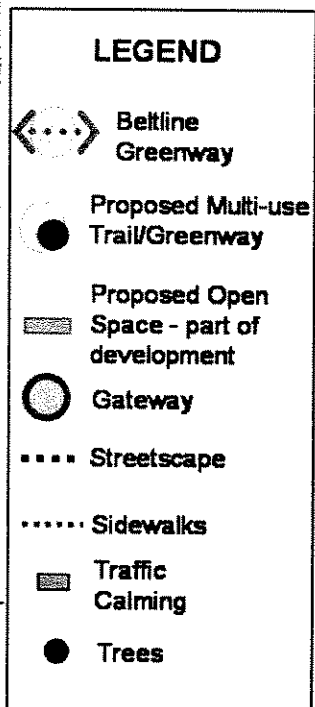
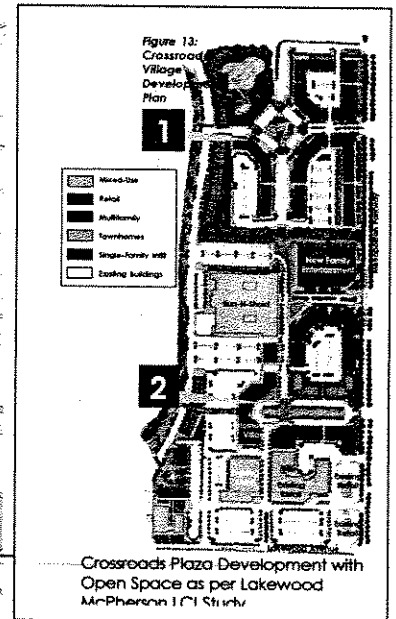
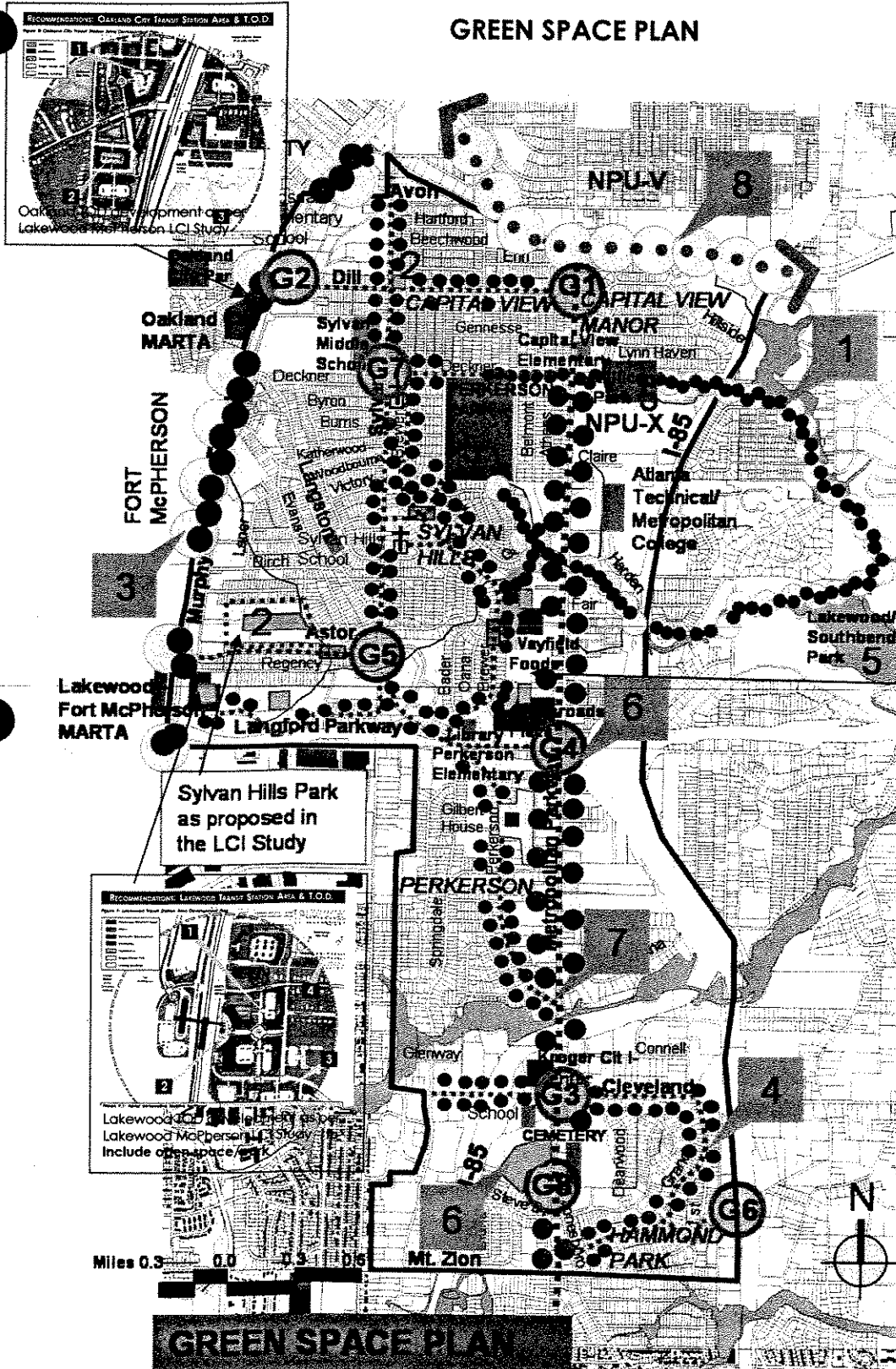
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GREEN SPACE PLAN



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GREEN SPACE PLAN

Following are the recommendations of the Green Space Plan in order of priority:



1

PERKERSON-MILlicAN-LAKEWOOD LOOP TRAIL

- Multi-use loop trail (bike and pedestrian) connecting Perkerson Park, Millican Park and Lakewood Amphi-Theatre.
- The stretch along Deckner between Perkerson Park and Millican and Metropolitan Parkway and Lakewood Amphi-Theatre entrance would involve appropriate sidewalk improvements to accommodate the pathways
- To acquire flood plains, creek beds, wetlands for the conservation of open spaces

Funding sources: PATH Foundation, Georgia Conservancy, Georgia Land Trust, City of Atlanta and LCI

2

SYLVAN HILLS PARK

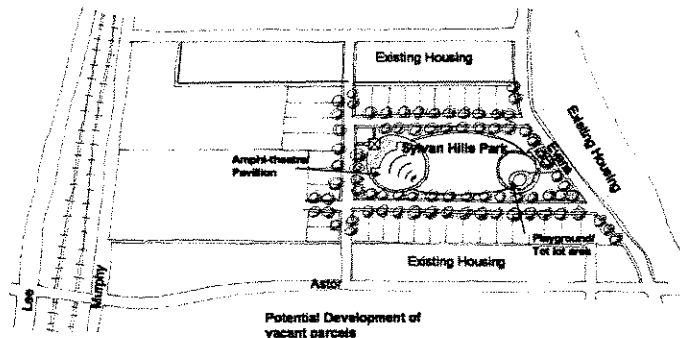
- To explore potential of creating Sylvan Hills Park as recommended by the Lakewood/McPherson LCI study
- If possible to acquire the land or develop as part of a residential development project

Funding sources: The Arthur Blank Family Foundation

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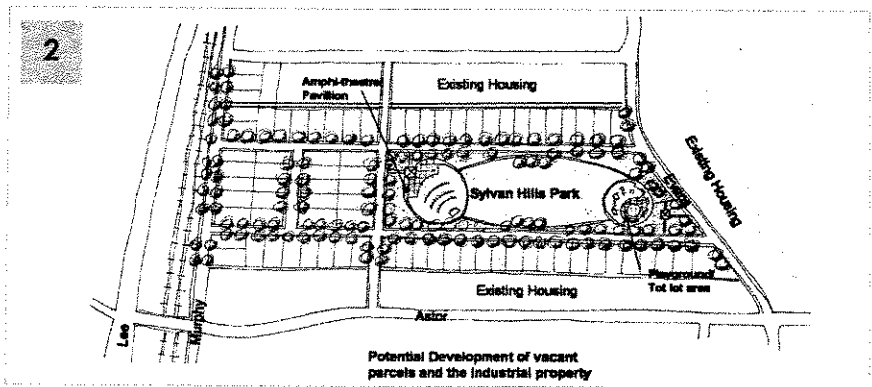


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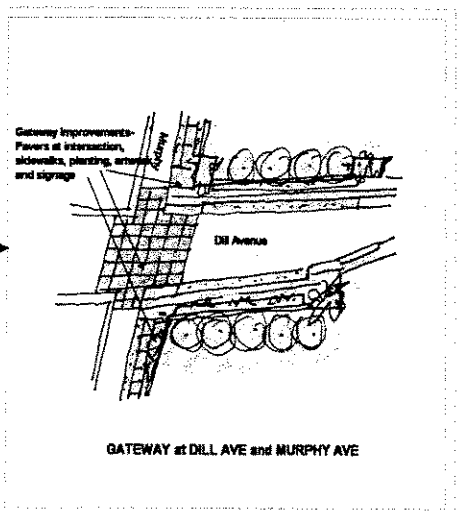
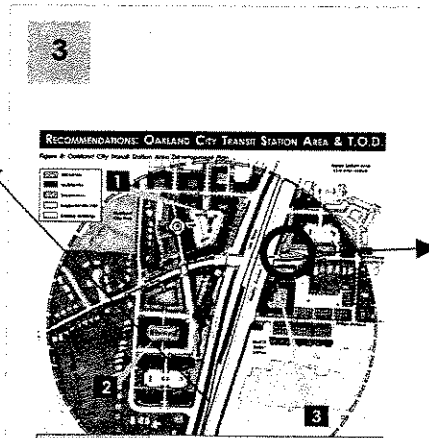
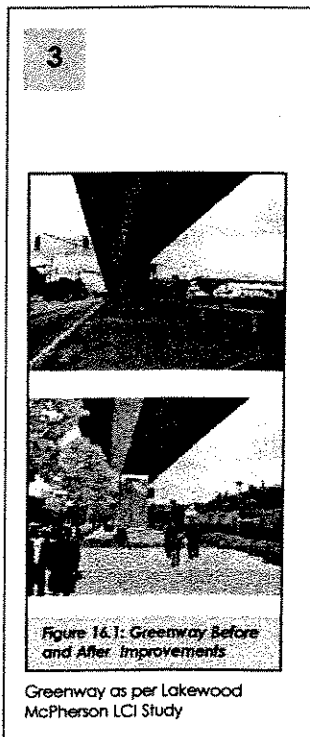
LEE STREET GREENWAY

- Greenway along Lee Street that connects the greenway further as proposed in the Greenway Trail Corridor Plan of PATH
- To work with City of East Point to continue this greenway southward
- To work in collaboration with City of Atlanta, City of East Point and DOT to pursue the implementation

DILL AVENUE GATEWAY

- To develop gateway at Dill and Murphy as part of this initiative

Funding sources: LCI, PATH Foundation, DOT and City of Atlanta



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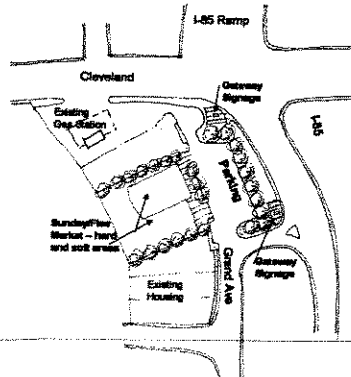
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HAMMOND PARK SUNDAY/FLEE MARKET

- To create permanent green space and services for Sunday/Flee Market and gateway into Hammond Park
- To create green space with the proposed potential alternative school

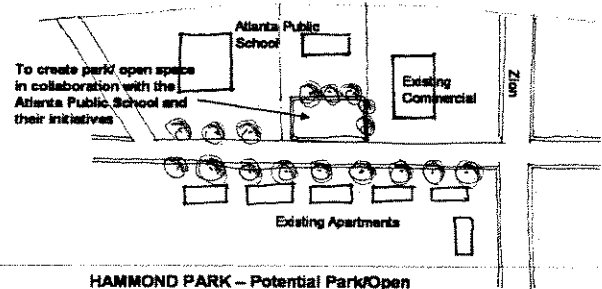
Funding sources: The Arthur Blank Family Foundation

4



HAMMOND PARK - GATEWAY and SUNDAY/FLEE MARKET

I-85



HAMMOND PARK - Potential Park/Open Space at Atlanta Public School Site

5

PERKERSON PARK AND MILLICAN PARK

- To develop Perkerson and Millican Park with additional facilities, such as recreation spaces, rest rooms, pavilion, community center, lighting, etc.

Funding sources: The City of Atlanta/Park Pride



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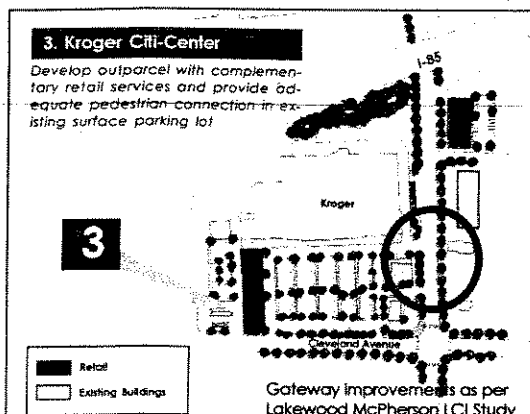
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GATEWAYS

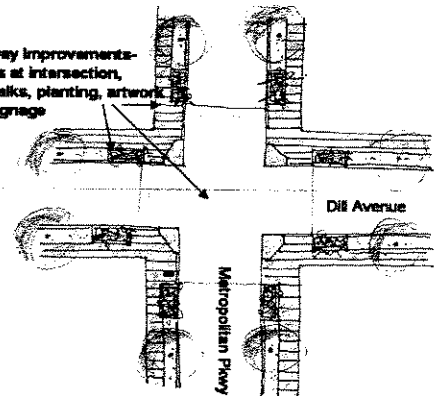
- Gateway improvements at critical intersections to improve the image of the community
 - To have a landscape theme consistent that reflects and identifies the NPU-X community
- To develop in collaboration with Zion Church the open space of Zion Church that is currently used by the church for social activities of their members for the use of the community as well

Funding sources: The City of Atlanta, LCI and The Arthur Blank Family Foundation

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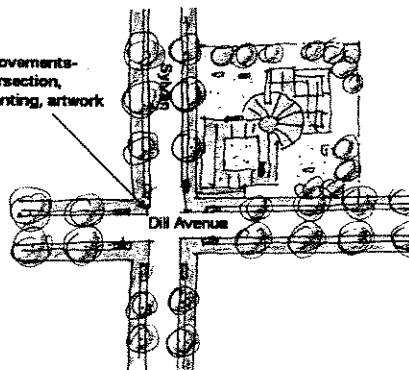


Gateway Improvements-
Pavers at intersection,
sidewalks, planting, artwork
and signage



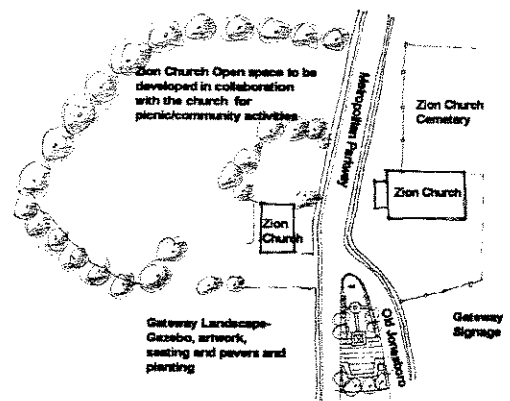
GATEWAY at DILL AVE and
METROPOLITAN PARKWAY

Gateway Improvements-
Pavers at intersection,
sidewalks, planting, artwork
and signage



PARK & GATEWAY at DILL AVE and
SYLVAN

Zion Church Open space to be
developed in collaboration
with the church for
picnic/community activities



HAMMOND PARK - GATEWAY and
OPEN SPACE (Zion Church)



NPU - X GREEN SPACE PLAN

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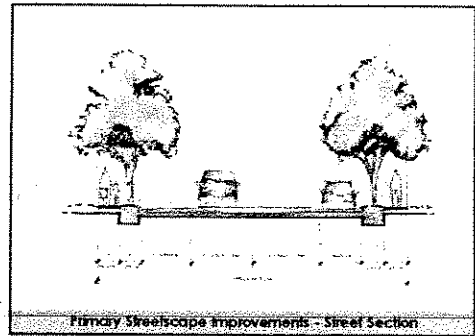
7

METROPOLITAN PARKWAY STREETScape

- Streetscape improvements and redevelopment along Metropolitan Parkway
- Sidewalk improvements with handicap facilitated in areas of senior concentration and their circulation

Funding sources: LCI, DOT and City of Atlanta

7



Streetscape Improvements as per Lakewood McPherson LCI Study for Metropolitan Parkway

8

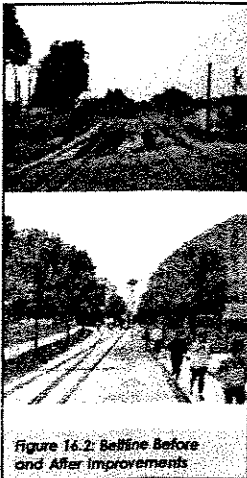


Figure 16.2: Beltline Before and After Improvements

Greenway as per Lakewood McPherson LCI Study

8

BELTLINE

- To pursue beltline initiatives in collaboration with City of Atlanta and Friends of Beltline

Funding sources: LCI, DOT, TAD and City of Atlanta



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OTHERS

POCKET PARKS

Acquire properties to create pocket parks and tot lots throughout the community. The selection of these lots is critical to ensure the safety and security. Streets on three or all sides would provide 'eyes on the street'. Good lighting and visibility and openness will provide the security as well.

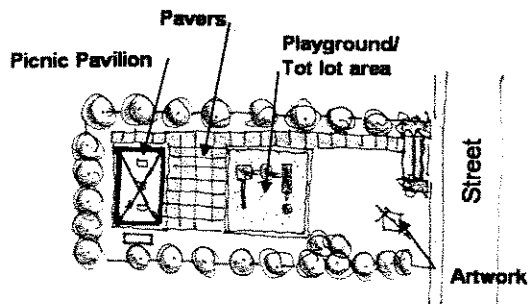
Dill Avenue park as mentioned in project # 6 as part of the gateway project

GILBERT HOUSE

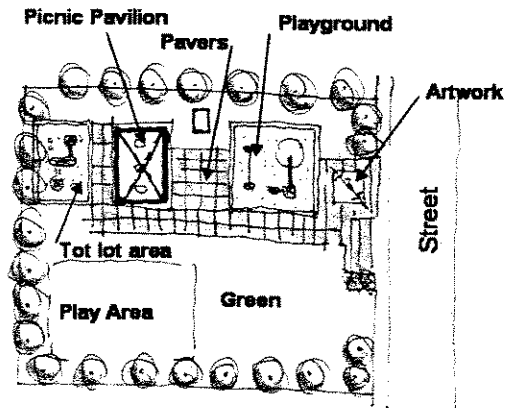
To improve the open green space that is part of the Gilbert House for the community use and promote Gilbert House for visitors/tourism

Funding sources: LCI, City of Atlanta and The Arthur Blank Family Foundation

OTHERS



Typical – Pocket Park on Single Lot Parcel – Approximately 6,000 SF



Typical – Pocket Park on Two Lots – Approximately 12,000 SF



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NEXT STEPS

Following the study the next steps for the community is to do the following:

- To obtain funding from The Arthur Blank Family Foundation to acquire vacant or under utilized parcels, including the large parcel on Astor and the corner plot at Dill and Sylvan and others throughout the community to create pocket parks, tot lots and open spaces. Preferably to acquire and/or assemble parcels larger than 2 acres that can be handed over to the City of Atlanta for maintenance, as they meet the criteria of the City to undertake maintenance. However smaller parcels for pocket parks and tot lots have to be maintained by the community.
- To collaborate with the City of Atlanta to acquire the floodplain, creek beds, and wetlands with city, state, and federal funds for conserving the open/green spaces.
- To create a structure or organization within the community to maintain the open spaces/parks that may not be within the jurisdiction of the City of Atlanta for maintenance.
- To collaborate with the owners of the properties that are required and the City of Atlanta, PATH and other foundations and non-profit organizations to create the multi-use loop trail.
- To collaborate jointly with the City of Atlanta, City of East Point to implement the Greenway on Lee Street as recommended by the Lakewood McPherson LCI study including the gateway at Dill and Lee Street.
- To obtain funding from The Arthur Blank Family Foundation to acquire land to create the Sunday/Flee market in Hammond Park
- To work with the City of Atlanta to explore the possibility of the development of Lakewood Amphitheatre to include recreational amenities for the community including trail, etc.
- To work with the City of Atlanta and other foundations to create gateways at the locations as identified.



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- To ensure creation of parks/open spaces when any development project is undertaken within the community including the ones that are currently underway – (properties across Lakewood MARTA and Lakewood MARTA parking lot TOD project as recommended by the Lakewood McPherson LCI Study)
- To work with the City of Atlanta and other agencies that is involved in developing and maintaining Perkerson and Millican Park to improve the parks with amenities.
- To work with the City to improve the streetscape and side walks throughout the community as identified in the plan. Also to implement traffic calming measures as identified.
- To work with the City of Atlanta to develop Gilbert House with landscape and amenities that can be used by the community.
- To work with the Sylvan Middle School to use their open space and recreational facility for the community's use.

Based on the Green Space Plan recommendations and design strategies, the following initiatives with regard to the implementation of the Plan can be undertaken with the assistance of The Arthur Blank Family Foundation funding:

- **Land acquisition including programming, site selection and evaluation**
- **Due diligence as required for the selected site and projects**
- **Project management for the projects**
- **Design of the projects; green space, parks, gateways, and others (design thru' construction documents)**
- **Project implementation and construction**



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ESTIMATED PROJECT COSTS

Project ID	Project Name	Description	Engineering Cost in \$	Construction Cost in \$	Project Cost in \$	Comments
P1	Perkerson-Millican-Lakewood Trail	construct a multi-purpose 10' wide loop trail connecting Perkerson Park, Millican Park and Lakewood Amphitheatre - approximately 4 miles	\$627,120	\$3,484,000	\$4,111,120	project cost does not include the acquisition of properties.
P2	Sylvan Hills Park	construct a park - Option 1: Vacant lots area only. Park includes a pavilion, pathways, green area, planters, art work, planting and pavers. Approximately 5.5 acres	\$225,000	\$1,250,000	\$1,475,000	project cost does not include the acquisition of properties, and equipment
	Sylvan Hills Park	construct a park - Option 2: Vacant lots and the industrial properties (thru' Evans to Murphy). Park includes a pavilion, pathways, green area, planters, art work, planting and pavers. Approximately 6.5 acres	\$252,000	\$1,400,000	\$1,652,000	project cost does not include the acquisition of properties, and equipment
P3	Lee Street Greenway	construct a greenway system to include a multi-purpose trail and lighting including the Lakewood and Oakland City transit plaza	\$0			see Lakewood McPherson LCI Study
	Dill Avenue Gateway	gateway improvements at Dill and Murphy intersection - paving, sidewalks, planting and artwork	\$49,500	\$275,000	\$324,500	project cost does not include the acquisition of properties.
P4	Hammond Park Sunday/Flee Market	construction of gateway/parking and the open green space with hard and soft areas, paver, lighting, picnic tables, tot lot/playground and planting	\$81,000	\$450,000	\$531,000	project cost does not include the acquisition of properties, site clearance/demolition, and equipment
P5	Perkerson and Millican Park		\$0		\$0	
P6	Gateways Kroger Gateway	gateway improvements at the intersection of Cleveland and Metropolitan Parkway	\$0		\$0	see Lakewood McPherson LCI Study
	Dill/Metro Gateway	gateway improvements at Dill and Metropolitan Parkway intersection - paving, sidewalks, planting and artwork	\$32,400	\$180,000	\$212,400	project cost does not include the acquisition of properties.
	Dill/Sylvan Gateway and Park	gateway improvements at Dill and Sylvan intersection and park - pavilion, paving, sidewalks, green areas, planting and artwork	\$72,000	\$400,000	\$472,000	project cost does not include the acquisition of properties and demolition.
	Hammond Park Gateway	gateway improvements at Metropolitan Parkway and Old Jonesboro Road intersection - pavilion, paving, sidewalks, planting and artwork	\$45,000	\$250,000	\$295,000	project cost does not include the acquisition of properties, and site clearance/demolition
	Zion Church Park	improvements to the open space to include picnic tables, pavilion, paver and planting	\$21,600	\$120,000	\$141,600	to be developed in collaboration with the Zion Church
P7	Metropolitan Parkway Streetscape	streetscape improvements	\$0			see Lakewood McPherson LCI Study
P8	Beltline Greenway	construct a greenway system to include a multi-purpose trail and lighting	\$0			see Lakewood McPherson LCI Study
OTHER	Pocket Park-Option 1	construct a 6,000 square feet pocket park to include tot lot/playground, pavilion, green area and planting	\$18,000	\$100,000	\$118,000	project cost does not include the acquisition of properties, site clearance/demolition, and equipment
	Pocket Park-Option2	construct a 12,000 square feet pocket park to include tot lot/playground, pavilion, green area and planting	\$36,000	\$200,000	\$236,000	project cost does not include the acquisition of properties, site clearance/demolition, and equipment
	Gilbert House	landscape improvements: pavilion, pavers, green areas and planting	\$16,200	\$90,000		to be developed in collaboration with the City of Atlanta



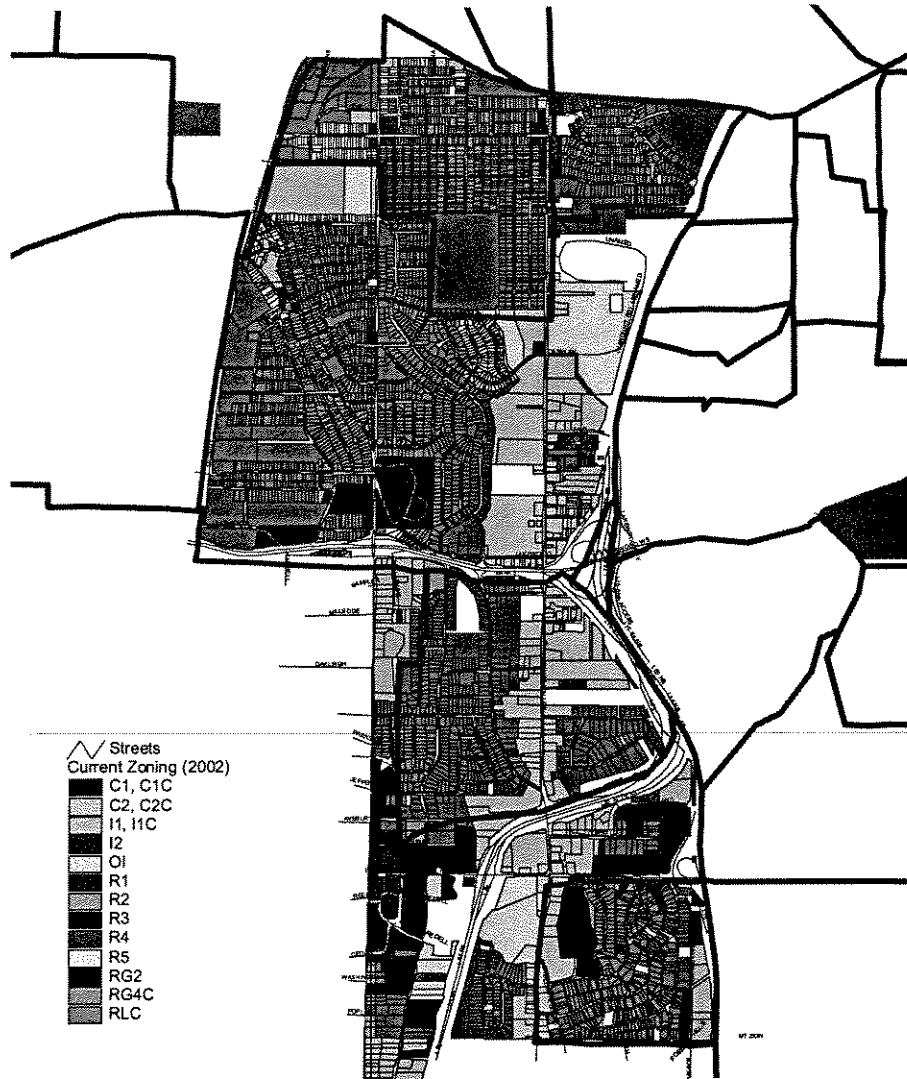
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NPU-X Comprehensive Plan



Prepared by: The Community Design Center of Atlanta

NPU-X Land Use Committee

May 2005

ACKNOWLEDGEMENTS

This document was developed under the coordination of the Neighborhood Planning Unit X Land Use Committee. Specific direction and assistance came from Joyce Shepard, NPU X Chair.

This document was prepared by the Community Design Center of Atlanta, Inc. with the help and cooperation of the City of Atlanta Department of Planning, Development and Neighborhood Conservation. This survey and assessment of development opportunities in NPU-X utilized undergraduate students from Georgia State University. The City of Atlanta Department of Planning, Development and Neighborhood Conservation and The Fulton County Tax Commissioner's Office the provided necessary resources and data to accomplish the project.

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Shirley Franklin, Mayor

James Shelby, Acting Commissioner

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VISION STATEMENT

NPU-X is a large and vibrant residential community that has a heavy mixture of multifamily, single family and nonresidential commercial development. Community residents want to promote the conservation of single family housing, to improve and conserve multifamily housing, to support mixed-use development and to promote mixed income approaches to housing affordability. Residents want to guide high standards for underdeveloped commercial sections of the NPU. The NPU-X planning process has defined specific improvements that respond to deficiencies in the local infrastructure, needs for housing rehabilitation, new development on vacant lots and improvements to dilapidated, vacant and unattractive commercial property. The NPU-X neighborhoods will benefit from newly defined land use goals and capital improvement funding incentives that serve to improve their planning process and better refine and structure practical responses to development opportunities .

The NPU-X vision is to adopt a planning process that measures costs and specific sources of funding that adequately support community improvement implementation goals. Development plans that have been adopted or proposed for sub areas of NPU-X neighborhoods are to be incorporated and revised to support a consensus vision for a vibrant community. The community's vision is to aggressively address deficiencies in commercial service quality and neighborhood retail availability, to be inclusive and promote "smart growth", public transportation, affordable single family and multifamily housing, human services, a clean and safe environment, and to advocate expansion and improvements to open space, infrastructure and parks in each of the five neighborhoods.

EXECUTIVE SUMMARY

Introduction

This Comprehensive Plan serves as an update and expansion to the 1996 Stewart Avenue Redevelopment Plan and the 2004 Oakland City – Lakewood Livable Centers Initiative. It is a community driven initiative to create buy-in and vision for the growth and development of Neighborhood Planning Unit-X. This Comprehensive Plan serves as a comprehensive planning and development tool for the NPU and for the five neighborhoods. The Capitol View, Capitol View Manor, Sylvan Hills, Perkerson, and Hammond Park neighborhoods share an eastern border with Interstate 75. The Norfolk Southern rail corridor is the northern boundary for the NPU and the MARTA rail corridor and East Point are the western boundary. Langford Parkway (St Rte 166) divides NPU-X with Perkerson and Hammond Park due south of the highway.

All five neighborhoods are primarily residential areas of varied design and density. Capitol View Manor is an exception with bungalows of similar design built in the 1930's and 1940's. Capitol View is developed primarily with single story wood frame craftsman bungalows and cottages built earlier than the housing in Capitol View Manor and in general have more modest finishes.

Perkerson and Hammond Park are developed with modest brick ranch and wooden frame homes built during the 1950's and 1960's. Hammond Park and Perkerson also contain concentrations of multifamily housing located along Cleveland Avenue, Springdale Road, Mt Zion Road and Metropolitan Parkway. Over one thousand multi-family units were built during the 1960's and early 1970's in the two communities. Perkerson has over 500 units concentrated in two separate senior housing developments: Lakewood Christian Manor and Trinity Towers.

Sylvan Hills is divided into two distinct corridors: Metropolitan Parkway, which is primarily commercial and Sylvan Road. Sylvan Hills is the largest residential neighborhood in NPU X. The eastern side of Sylvan Road is developed with single story brick ranch homes and duplexes and the western side developed with older bungalows and new single-family infill. Sylvan Hills also has several multifamily developments. Recent development has occurred at Sylvan Circle, the Lakewood MARTA Station and a town home development under construction on Metropolitan Parkway in proximity to Sylvan Road and the Langford Parkway.

NPU-X is a community in transition. While 52.6% of the overall housing stock is owner-occupied, Hammond Park (39.8% owner-occupied) and Perkerson (44.7% owner-occupied) are developed as multi-family rental communities. The rate of home ownership in Sylvan Hills is 54.7%. Residents of NPU-X are relatively affluent African Americans (94%) with "middle-class" incomes. Less than one-fifth (19%) of NPU-X's current population lives below the poverty level compared to the City's average of 30%. The year 2000 Decennial Census reports the population of NPU-X to be 13,740. Over 30% of the community's residents (4,137) are children under the age of 18 and 12% of NPU-X's population (1,686) are over 65 years of age.

NPU-X is located in an area of Atlanta that is receiving renewed development attention. Large new housing developments in Sylvan Hills (Lakewood Pointe Townhomes, Columbia @ Lakewood, and Brookside Park), scattered site infill, and recent rehabilitation have accelerated the rapid appreciation of real estate values experienced in all NPU-X neighborhoods. The NPU-X neighborhoods have easy access to retail services at the West End Mall, Greenbrier Mall, and the emerging retail centers on Camp Creek Parkway.

Two MARTA Stations, the Ft. McPherson/Lakewood Station and Oakland City Station, service the NPU along the western edge of NPU-X. The Perkerson, Avery, and Emma Millican public parks provide 65 acres of green space and recreational amenities not available in most Atlanta neighborhoods. Recent housing development has addressed the most blighted residential areas in NPU-X.

Increased levels of demand for new housing in NPU X have precipitated new developments that include:

- Brookside Park (Norsouth Corp.): 200 apartments and 30 single-family homes along Metropolitan Parkway north of Lakewood Avenue that are currently under construction.
- Lakewood Pointe (Progressive Redevelopment Inc): 50 townhomes on Lakewood Avenue east of the Ft McPherson MARTA Station that are currently under construction.
- Columbia at Sylvan (Columbia): 200 apartments on former Ft McPherson MARTA Station parking lot which has received approval from the City Planning Department with construction to proceed shortly.
- Crescent Hills (CAMP): 400 substandard apartments undergoing complete renovation near intersection of Cleveland Avenue and Metropolitan Parkway.
- Capitol View Infill (CAMP): 10 single-family infill housing units within the Capitol View neighborhood (Five units sponsored by Bank of America through a public-private partnership).
- Dill / Murphy Project (Capitol Corp): Proposal to develop 150 apartments for seniors adjacent to Oakland City MARTA Station.
- Avery Street Project: Proposal to develop 400 condominiums adjacent to Gilbert House in Perkerson.

Recent development pressure has strengthened the communities resolve to promote quality development, affordable housing and to secure planning and capital improvement support. Infrastructure improvements, the rehabilitation of all substandard housing and the expansion of commercial and retail services are consensus goals expressed by leadership and residents in all five neighborhoods. These goals have been supported by local civic leaders, sponsored by elected officials and by neighborhood residents who have participated in community meetings that developed the recommendations contained in this Comprehensive plan.

Land Use Recommendations

The five NPU-X neighborhoods are developed on 2,076 acres of land, 87.8% of which is residential. The condition of the housing in NPU-X is generally good. Although 53% of NPU-X's housing stock is owner-occupied, the rates of home ownership vary in each of the communities. Capitol View Manor (18% renter-occupied) contains scattered duplexes and no multi-family structures. Perkerson (55% renter-occupied) has its housing stock divided between small single-family dwellings and the senior housing high-rise. Hammond Park (60% renter-occupied) has modest cottages, and low-rise multi-family developments grouped on a 20-acre site south of Cleveland Avenue. Sylvan Hills (45% renter-occupied) has the most diverse housing stock with several multi-family developments along Sylvan Road north of the Langford Freeway and a concentration of duplexes in the center of the neighborhood along Brewer Avenue. Capitol View (36% renter-occupied) is mostly single-family dwellings with scattered duplexes. The older single-family homes in Capital View were well built originally and are now maintained to high standards.

The NPU-X Land Use Plan supports community-sponsored initiatives that address comprehensive approaches to housing conservation and development, transportation, and neighborhood commercial development. The following is a summary of land use goals, objectives and recommendations that have been endorsed by the NPU residents through their Neighborhood Associations. New market pressures for townhomes and market-rate apartments coincide with land use and density changes. Goals for future land use in NPU-X are to maintain and conserve existing uses residential uses and to encourage the following changes:

- Industrial buildings and/or sites in the Capitol View and Sylvan Hills neighborhoods (Murphy Avenue Corridor) should support conversion to loft or neighborhood commercial uses.
- Commercial nodes along Dill Avenue @ Sylvan Road and Metropolitan Avenue should support higher density / mixed use "neighborhood commercial" development with parking.
- Neighborhood Commercial zoning nodes for existing retail in Sylvan Hills should be initiated.
- Density bonuses for Mixed Residential Commercial zoning along Metropolitan Parkway and Cleveland Avenue with Multi-Family zoning for existing apartment developments should be encouraged.
- Greenspace expansion in Sylvan Hills, Hammond Park, and Capitol View Manor and support to the Beltline Transit right-of-way for development of a recreational space and greenway trail.
- Transit-oriented developments at the Oakland City and Lakewood MARTA Stations should be initiated to promote neighborhood commercial and retail development standards to assure quality services that meet resident needs.

Recommendations:

1. The vitality and quality of life in NPU-X should be preserved and expanded with development incentives and revised zoning codes tailored to the neighborhoods. The great majority of housing in NPU-X (96%) is maintained to high standards. Sales data confirm recent trends of stable and appreciating market conditions for single-family housing.
2. Underutilized and substandard commercial property presents an opportunity to adopt new Quality of Life Zoning incentives that include Neighborhood Commercial and Mixed Residential Commercial development.
3. Residential property conditions were measured in 2004 (159 substandard housing units and 548 vacant lots). Blighted conditions exist in NPU-X at focal points: multifamily buildings on Sylvan Road; commercial structures on Metropolitan Parkway the Crossroads Shopping Center (Sylvan Hills) and abandoned automotive showrooms (Perkerson); scattered residential structures within Capitol View and Hammond Park; and abandoned industrial properties along the Murphy Avenue, Avon Avenue, and Sylvan Road corridors in Capitol View and Sylvan Hills. Addressing blight through

public/private partnership intervention and promotion of development opportunities is a priority. Housing codes should be uniformly applied to illegal conversions, zoning violations, and nonconforming commercial / nonresidential uses.

4. Lack of adequate sidewalk and landscaped access to businesses, building orientations that are hostile to pedestrians, blighted streetscapes with deficient infrastructure on Murphy, Metropolitan, Dill and Sylvan should be directly addressed through Quality of Life Zoning for the NPU.
5. Commercial vacancies, vacant lots, housing code violations and public safety are health hazards. Consistent and visible police presence and uniformly enforced housing and zoning codes are prerequisites to all quality of life improvements in the NPU X.
6. Pockets of blighted housing in Capital View, Perkerson and Hammond Park should be addressed comprehensively through nonprofit (CAMP) and commercial homebuilders.
7. Mixed-use development on the Metropolitan Parkway corridor and at the intersections of Dill Avenue and Sylvan Road should support retail and affordable housing.
8. Rezoning that allows higher density development on the Crossroads Shopping Center and adjacent commercial properties along Metropolitan Parkway should adopt LCI priorities and related quality of life zoning.
9. Targeted sections of undeveloped commercial land on Metro Parkway south of Langford Pkwy should be defined to support mixed-use development.
10. The 1st Baptist Church of Capital View, the ACHOR Center and the gymnasium at Dill and Metropolitan Pkwy should be redeveloped to support higher density residential land use and mixed use development.
11. Green space improvement initiatives should be supported in each neighborhood and include a Hammond Park / green space project at I-85 west, improvements to the Emma Millican Park in Capital View Manor, the expansion of Perkerson Park (Blank Foundation funded plan) for acquisition and expansion to Metropolitan Parkway in Sylvan Hills, the proposed Sylvan Hills park/green space acquisition north of the Lakewood MARTA station and the proposed Beltline greenway project that will abut the southern border of Capital View and Capital View Manor.

Housing Recommendations

Conservation of single-family residential housing is the primary goal for NPU-X and part of attaining that goal includes incentives that promote new single-family development on 137 of the 195 vacant and undeveloped parcels that are scattered throughout the five neighborhoods. New residential construction and extensive home improvements are widely evident in the Sylvan Hills and Capitol View neighborhoods. The 137 vacant parcels can easily accommodate cost effective new residential development. The presence of inexpensive and tax delinquent land can be an asset for affordable housing development. Public private partnerships can utilize the 314 parcels in the NPU that are tax delinquent (see Map 6) for two years or more that can support new residential development. Utilization of the Fulton/Atlanta Land Bank Authority and partnerships with nonprofit developers can accelerate the development of scattered vacant and tax delinquent parcels in the NPU.

One hundred twelve (112) single family homes in NPU-X are substandard and in need of extensive repair. Fifty-eight (51%) of these are located in Capitol View. There are six multifamily developments containing 30 substandard units. Rehabilitation projects can also support incentives for homeownership and cooperative housing. Counseling and consumer information can diminish predatory lending targeted to homeowners – typically senior citizen homeowners in need of repair assistance. CAMP would like to administer both a Senior Emergency Rehabilitation Program and a Revolving Rehabilitation Loan Program so that existing homeowners can participate in the overall community facelift.

Non-profit housing developers have been active in NPU-X. Habitat for Humanity has developed ten single-family homes in Capitol View. The Atlanta Neighborhood Development Partnership (ANDP) purchased the 120-unit Sylvan Circle apartment development in Sylvan Hills. CAMP has developed 10 single-family units in Capitol View in association with Bank of America. CAMP has extended its service area beyond Capitol View to include all of NPU-X, enabling the non-profit community development corporation to act as the primary sponsor of community development for the area. Developers have recently proposed the construction of over 1,000 units of new housing in NPU-X. CAMP, in partnership with Cooperative Resources Inc had rehabilitated the 350-unit Crescent Hills Apartments using the Housing Tax Credit Program.

- Brookside Park (Norsouth Corp.): 200 apartments and 30 single-family homes along Metropolitan Parkway north of Lakewood Avenue. [under construction]
- Lakewood Pointe (PRI): 50 townhomes on Lakewood Avenue east of the Ft McPherson MARTA Station. [under construction]
- Columbia at Lakewood (Columbia): 200 apartments on former Ft McPherson MARTA Station parking lot. [approved]
- Dill / Murphy Project (Capitol Corp): 150 apartments for seniors adjacent to Oakland City MARTA Station. [proposed]
- Avery Street Project: 400 condominiums adjacent to Gilbert House [proposed]
- Heritage Greene: 110 apartments on Springdale Road for rehabilitation [proposed].

Mixed-use development and new residential development on vacant residential land could generate over 2500 units new housing.

Community Parks and Neighborhood Beautification Recommendations

Perkerson Park is a major community greenspace and recreation asset that is primarily used by NPU-X and local residents. Access to the park is limited to one access road. Residents of the surrounding neighborhoods could improve their access through the acquisition of additional parcels north of Casplan Street and Metropolitan Parkway. These parcels could facilitate the development of a multipurpose recreational complex, greenspace, and biking and walking trails that connect the Oakland City MARTA Station to the South Bend / Lakewood Park and HIFI Buys Amphitheater. Emma Millican Park, located in Capitol View Manor adjacent to the Atlanta Metropolitan College campus, is underutilized and requires extensive maintenance. The purchase of adjacent parcels could expand the size of the park and enhance the quality of life at Capitol View Elementary.

Green Spaces on vacant lots control erosion and provide areas of natural beauty on parcels not conducive for housing development. Parcels 40 to 50 feet wide and 100 feet in depth located in areas that lie below street level are strong candidates for possible park sites. Hammond Park has no greenspace or recreational area. NPU-X recommends acquiring any available open space to establish a community park for Hammond Park. Proposed sites for greenspace acquisition are identified on Map 2. NPU-X recommends the following improvements be made to the following facilities:

- Preservation and maintenance of historic facilities in Perkerson Park.
- Develop preliminary plans for proposed recreational building for Perkerson Park at intersection of Metropolitan Parkway and Casplan Street.
- Landscaping and renovation of aging facilities in Emma Millican Park.
- Development of greenspace / community park in Hammond Park utilizing Department of Transportation right-of-way properties at Forrest Hill Road.

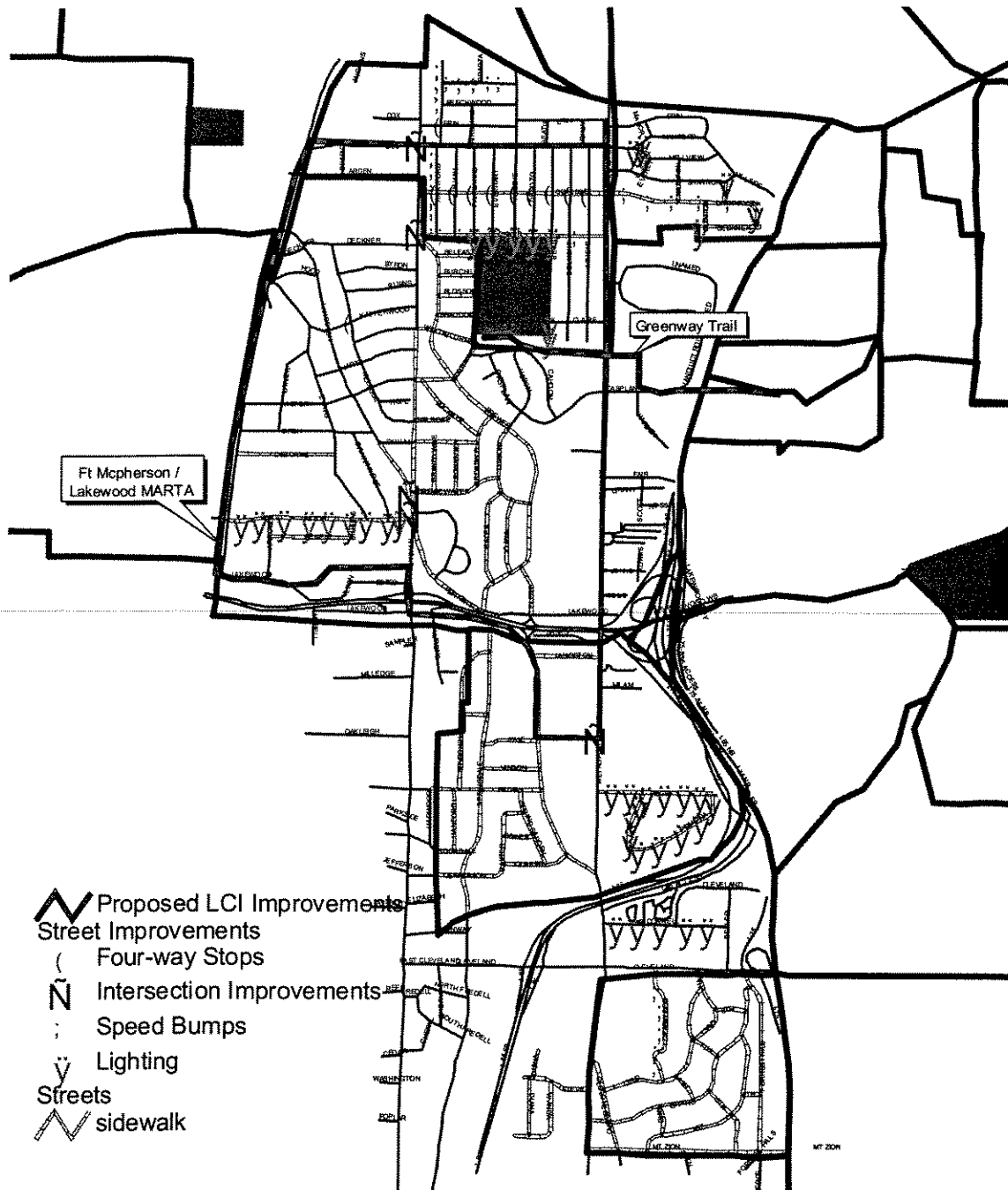
Intersection / Project Area	Work to Be Completed	Neighborhood	LCI Project
Emma Millican Park	<i>Acquisition of new parcels and maintenance of existing property</i>	Capitol View Manor	No
Perkerson Park	<i>Acquisition of new parcels and maintenance of existing property</i>	Sylvan Hills / Capitol View	Yes
Avery Park	<i>Acquisition of new parcels and maintenance of existing property, renovation of Gilbert House</i>	Perkerson	No
Diane Drive Park	<i>Acquisition of new parcels for development as open space / recreational area</i>	Hammond Park	No
Grand Avenue Park	<i>Acquisition of DOT right-of-way near Cleveland Avenue and Grand Avenue for use as open space</i>	Hammond Park	No
Sylvan Hills Park	<i>Acquisition of new parcels for development as open space / recreational area</i>	Sylvan Hills	Yes

Sidewalks and Pedestrian Safety Recommendations

Pedestrian safety in NPU-X is a priority, as is public transportation that promotes and encourages pedestrian rights of way. (Map 1) NPU-X recommends the construction and / or replacement of sidewalks on the following streets:

Street Name	Street Section to be Improved	Neighborhood	Length (feet)	LCI Project
Victory Avenue	<i>Install sidewalks on Victory from Evans to Sylvan</i>	Sylvan Hills	2970	Yes
Claire Avenue	<i>Install sidewalks on Claire from Beattie to Metropolitan Parkway</i>	Sylvan Hills	1980	Yes
Avon Avenue	<i>Install sidewalks on Avon from Oakland Drive to Allene Avenue</i>	Capitol View	8250	Yes
Perkerson Road	<i>Install sidewalks on Perkerson from Sylvan to Metropolitan Pkwy</i>	Sylvan Hills / Perkerson	7590	Yes
Allene Avenue	<i>Install sidewalks on Allene Avenue from Warner to Deckner</i>	Capitol View	7260	Yes
Evans Street	<i>Install sidewalks on Evans from Hancock to Astor</i>	Sylvan Hills	8580	Yes
Langston Street	<i>Install sidewalks on Langston from Deckner to Astor</i>	Sylvan Hills	8910	Yes
Metropolitan Parkway	<i>Sidewalk and Streetscape improvements on Metropolitan from White to Cleveland</i>		21120	Yes
Astor Avenue	<i>Sidewalk and Streetscape improvements on Astor from Lee to Sylvan</i>	Sylvan Hills	6270	Yes
Murphy Avenue	<i>Sidewalk and Streetscape improvements on Murphy from Sylvan to Lakewood Ave</i>	Sylvan Hills	19800	Yes
Deckner Avenue	<i>Sidewalk and Streetscape improvements on Deckner from Murphy to Metropolitan</i>	Sylvan Hills / Capitol View	11550	Yes
Metropolitan Streetscape	<i>Belt Line Station - sidewalks along Metropolitan from Dill to Beltline Station</i>	Capitol View	1320	Yes
Sylvan Road	<i>Sidewalk and Streetscape improvements on Sylvan from Murphy to Langford</i>	Sylvan Hills	20460	Yes
Springdale Road	<i>Install sidewalks from Perkerson Road to dead-end at City of Hapeville</i>	Perkerson / Hammond Park		No
Clinton Place / Deckner Ave / Lynnhaven Dr	<i>Install sidewalks from Metropolitan Parkway for entire length to dead end at entrance of Emma Millican Park</i>	Capitol View Manor		No
Osbourne Street	<i>Install sidewalks from Evans Drive to Murphy Avenue</i>	Sylvan Hills		No
Brewer Boulevard	<i>Install sidewalks from Sylvan Road to Perkerson Road</i>	Sylvan Hills		No
Genessee Avenue	<i>Install sidewalks from Sylvan Road to Metropolitan Parkway</i>	Capitol View		No
Grand Avenue	<i>Install sidewalks from Metropolitan Parkway to Cleveland Avenue</i>	Hammond Park		No
First Avenue	<i>Install sidewalks from Mt Zion Road to Grand Avenue</i>	Hammond Park		No
Mt Zion Road	<i>Install sidewalks from Metropolitan Parkway to Forest Hills Drive</i>	Hammond Park		No
Forest Hills Dr	<i>Install sidewalks from Mt Zion Road to Cleveland Avenue</i>	Hammond Park		No
Lakewood Station TOD Sidewalks	<i>Install sidewalk within the Lakewood Station TOD development to improve pedestrian access and circulation (Regent / Billups Str)</i>	Sylvan Hills		Yes

Sidewalk and Traffic Improvements



Transportation and Traffic Control Recommendations

The speed and volume of traffic through NPU-X requires improved traffic management. Metropolitan Parkway connects downtown to the City of Hapeville and runs parallel to Interstate 75. This arterial parkway road is a state-designated truck route. Langford Parkway bisects the area and provides two interchanges in NPU-X at Sylvan Road and Metropolitan Parkway. Cleveland Avenue is a bypass between Interstates 75 and 85. Dill Avenue, which becomes Campbellton Road west of Murphy Avenue, is subject to congestion from traffic seeking Southwest Atlanta. Sylvan Road connects the West End to Hapeville and attracts tractor-trailers and commercial vehicles seeking Langford Parkway and Interstate 85.

The complex intersections of Sylvan Road at Langston Avenue/ Bridgewater Street and at Astor Avenue / Perkerson Road require improvement to maximize traffic flow and reduce pedestrian and vehicular accidents. Both intersections are in a blighted commercial node. A designated effort to improve this section of the Sylvan Road Corridor would include off-street parking sites, improved traffic signals (left turn signals) and new sidewalks. The estimated cost of this project is \$800,000. Additional efforts are required to redesign the intersections of Grand Avenue and Forrest Hill Road at the southbound onramp to Interstate 75 to maximize traffic flow and reduce the probability of pedestrian and vehicular accidents.

NPU-X neighborhoods need improved traffic control systems that can mediate drive-thru traffic as well as improve public automobile and pedestrian safety. The installation of four-way stops on streets that intersects Genessee Avenue between Sylvan Road and Metropolitan Parkway can control speeding through Capitol View on Genessee Avenue. Speed bumps can control excessive speeding in Hammond Park, Capitol View and Capitol View Manor residential areas. Speed humps improve traffic control on six streets: First Avenue, Dearwood Avenue, Hartford Place, Hartford Avenue, Deckner Avenue (adjacent to Perkerson Park), and Lynnhaven Drive (adjacent to Capitol View Elementary).

Intersection / Project Area	Work to Be Completed	Neighborhood	LCI Project
Dill & Murphy Intersection	<i>Intersection project at Dill & Murphy to include safety and operational improvements.</i>	Capitol View	Yes
Dill & Sylvan Intersection	<i>Intersection project at Dill & Sylvan to include geometric, safety and operational improvement.</i>	Capitol View	Yes
Sylvan & Deckner Intersection	<i>Intersection project at Sylvan & Deckner to include geometric, safety and operational improvement.</i>	Sylvan Hills	Yes
Perkerson & Sylvan Intersection	<i>Intersection project at Perkerson & Sylvan to include geometric, safety and operational improvement</i>	Sylvan Hills	Yes
Cleveland & Metropolitan	<i>Intersection project at Cleveland & Metropolitan (US 19/41) to include operational improvements</i>	Hammond Park	Yes
Avery Road & Metropolitan	<i>Intersection project at Avery Road & Metropolitan (US 19/41) to include operational improvements</i>	Perkerson	No
Metropolitan & I-85 ramp Intersection	<i>Intersection project including at the I-85 ramp & Metropolitan (US 19/41) to include operational improvements</i>	Hammond Park / Perkerson	Yes
Grand Avenue & Old Jonesboro Rd	<i>Intersection project at Grand Avenue & Old Jonesboro Road to include geometric, safety and operational improvement</i>	Hammond Park	No
Langston / Bridgewater & Sylvan Intersection	<i>Intersection project at Langston / Bridgewater & Sylvan to include geometric, safety and operational improvement</i>	Sylvan Hills	No

Genessee Avenue Project	<i>Installation of four-way stop signs for all intersections between Sylvan Road and Metropolitan Parkway</i>	Capitol View	No
Erin Avenue and Hartford Avenue	<i>Installation of four-way stop signs</i>	Capitol View	No
Melrose Drive and Katherwood Drive	<i>Installation of four-way stop signs</i>	Sylvan Hills	No
Mt Zion Road and First Street	<i>Installation of four-way stop signs</i>	Hammond Park	No
Dearwood Avenue	<i>Installation of speed humps and /or other traffic calming systems</i>	Hammond Park	No
Lynnhaven Drive	<i>Installation of speed humps and /or other traffic calming systems</i>	Capitol View Manor	No
Deckner Avenue	<i>Installation of speed humps and /or other traffic calming systems</i>	Capitol View	No
Hartford Place / Hartford Avenue	<i>Installation of speed humps and /or other traffic calming systems</i>	Capitol View	No

Environmental Hazards and Illegal Dumping Recommendations

The uneven terrain in Neighborhood Planning Unit X along with numerous vacant lots and dead-end streets create opportunities for illegal dumping. Construction debris, tires, and garbage present health hazards to the community. There is a high probability that some of these dumpsites contain toxic hazardous material. (See Map 2) This problem is most prevalent in Sylvan Hills and Capitol View, which are adjacent to the Murphy Avenue Industrial Corridor. Many brownfield sites are adjacent to abandoned or dilapidated buildings. NPU-X residents will continue to police illegal dumpsites in their community and desire municipal clean-up support that will:

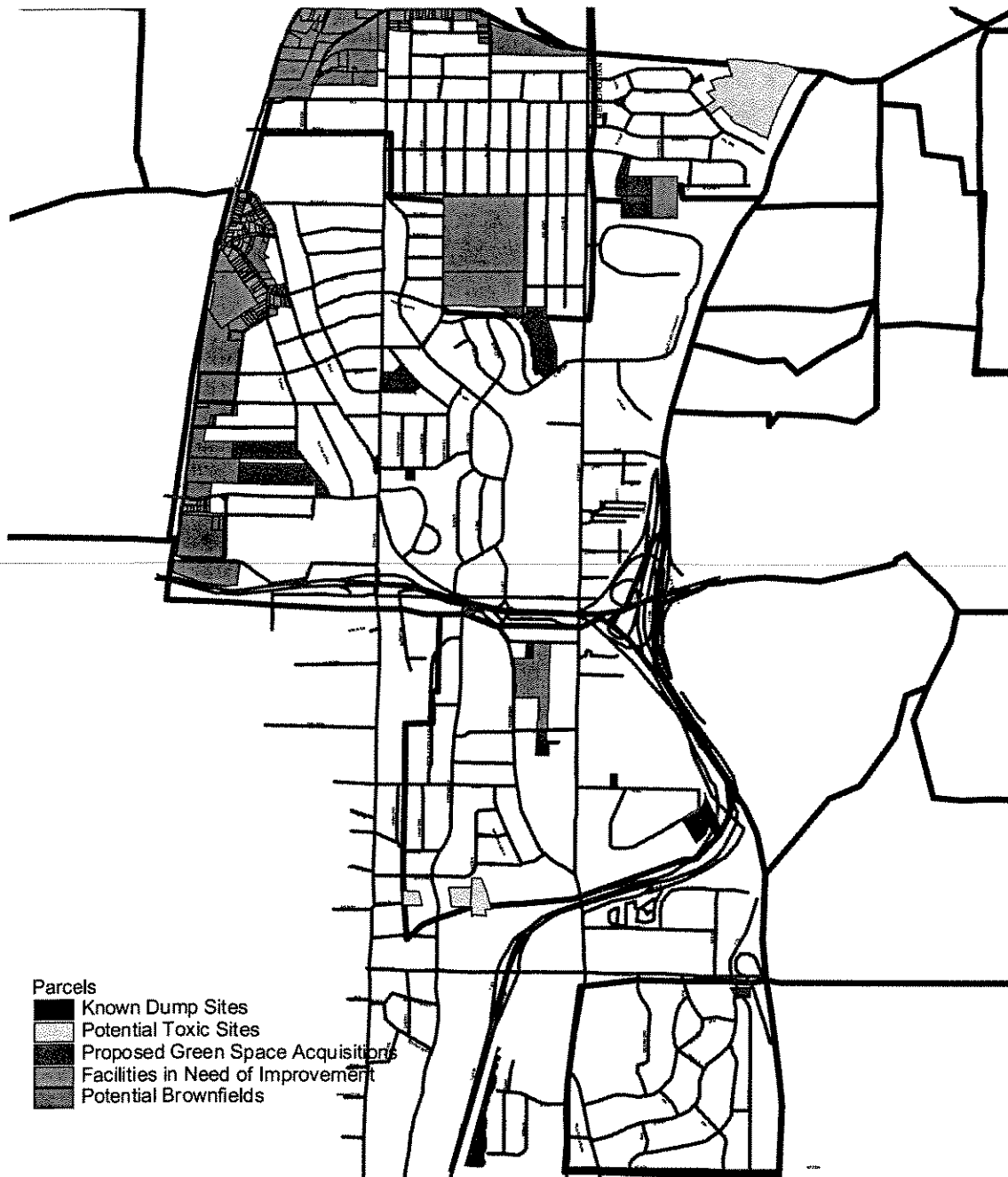
- Inventory suspicious sites and coordinate with the City's Brownfield Initiative to identify sites for remediation.
- Place "No Dumping" signs at dump locations and that the local authorities strictly enforce fines.
- Test sites suspected of toxic materials and soil contamination.
- Clear all illegal dumping sites identified of debris.
- Improve communication with the Public Works Department through direct involvement with the Solid Waste Management Planning process and the new "illegal dumping" initiative.

NPU-X has surveyed the need to remove trash and debris from the following locations that are defined on Map 2:

- Crossroads Shopping Center
- Estes Drive
- Sixth Street
- Grand Avenue
- Manford Drive CSO facility
- Avon Avenue @ Allene Avenue
- Metropolitan Parkway south of Old Jonesboro Road
- Wanda Circle (I-85 ROW)
- L & N rail corridor
- Cox Avenue (metal scrap yard)
- Murphy Avenue @ Victory Drive

The estimated costs for testing the soil in all suspected illegal dump sites for possible toxic contaminants range from \$5,000 to \$25,000 per site. The estimated costs for removing debris and garbage from all illegal dumpsites range from \$500 to \$2500 per site. The total estimated cost for the remediation of all illegal dumpsites within NPU-X ranges from \$160,000 to \$300,000.

Map 2 Environmental



Storm water Drainage Infrastructure Recommendations

Flooding occurs during periods of heavy rainfall at several locations in NPU-X. Flooding affects the flow of traffic through the community and frequently causes property damage to homes and businesses. Most of the properties in NPU-X have separated sewer and stormwater drainage systems. The headwaters of the South River Watershed are located in NPU-X. The widening of Interstate 85 between the Perkerson and Hammond Park neighborhoods had led to increased flooding most evident in the Roseland Cemetery. The flooding is principally due to the antiquated condition of the stormwater drainage system and is most evident in the South River Flood Plain. At present, the City has initiated efforts to reconstruct the 10th Ward Sewer Trunk that runs through Sylvan Hills. The City of Atlanta is considering the construction of a tunnel connecting the McDaniel Street CSO to the South River Wastewater Treatment Facility that would alter the function and design of the current CSO. Drainage improvements and maintenance are needed at the following locations:

Intersection / Project Area	Work to Be Completed	Neighborhood	LCI Project
Sylvan Rd & Deckner Intersection	<i>Intersection project at Sylvan & Deckner to alleviate potential flooding issues.</i>	Capitol View / Sylvan Hills	Yes
Sylvan Rd & Astor Intersection	<i>Intersection project at Sylvan & Astor to alleviate potential flooding issues.</i>	Sylvan Hills	Yes
Sylvan & Dill Intersection	<i>Intersection project at Sylvan & Dill to alleviate potential flooding issues.</i>	Capitol View / Sylvan Hills	Yes
Lee Street Project	<i>Project on Lee Street between Donnelly Avenue and Dill Avenue to alleviate potential flooding issues.</i>	Sylvan Hills / Capitol View	Yes
Sylvan Road Project	<i>Project on Sylvan Road between Arden Avenue and Erin Avenue to alleviate potential flooding issues.</i>	Capitol View / Sylvan Hills	Yes
Avon Avenue Project	<i>Project on Avon Avenue between Murphy Avenue and Sylvan Road to alleviate potential flooding issues.</i>	Capitol View	Yes
Metropolitan & I-85 ramp Intersection	<i>Intersection project at I-85 off ramp to alleviate potential flooding issues.</i>	Hammond Park / Perkerson	Yes
Perkerson Road Project	<i>Project on Perkerson Road between Langston Avenue and Langford Parkway to alleviate potential flooding issues.</i>	Sylvan Hills	Yes
Pegg Road Project	<i>Project on Pegg Road between Metropolitan Parkway and Pomona Circle to alleviate potential flooding issues</i>	Perkerson	Yes
Metropolitan Parkway Project	<i>Project on Metropolitan Parkway between Avery Avenue and Perkerson Road to alleviate potential flooding issues</i>	Perkerson	Yes
Hartford Place Project	<i>Repair broken stormwater drians</i>	Capitol View	No
McDaniel Street CSO	<i>Improve wastewater treatment system</i>	Capitol View Manor	No
Perkerson Park	<i>Improve stormwater drainage system within park</i>	Capitol View / Sylvan Hills	No
Grand Avenue Project	<i>Project on Grand Avenue between Third and Eighth to alleviate potential flooding issues</i>	Hammond Park	No
First Avenue & Third Avenue Project	<i>Intersection project at First Avenue & Third Avenue to alleviate potential flooding issues.</i>	Hammond Park	No

Historic Preservation Recommendations

In 1861, Jeremiah Gilbert, whose residence still exists inside Avery Park at 2238 Perkerson Road and is recognized as a Landmark Building, purchased 500 acres that now forms the Perkerson neighborhood. By 1913, the Capitol View neighborhood was annexed into the City. Development of Capitol View Manor and Sylvan Hills was started during the 1920's. Capitol View Manor, Sylvan Hills, and Capitol View contain a number of homes and structures that were built before the end of World War II. The location of the Central of Georgia (Macon and Western) Railroad along the western boundary of Sylvan Hills and Capitol View attracted several industries including the National Biscuit Company (Nabisco) in 1941 and the Cluett, Peabody and Company in 1928. Preservation of historic dwellings can be promoted through:

- Creation of Conservation Districts in Sylvan Hills and Capitol View Manor.
- Preservation of historic dwellings within Avery Park (Gilbert House).
- Definition of criteria and standards that promote high levels of maintenance and design for residential structures in NPU-X.

Zoning Recommendations

NPU-X is a largely residential community. Industrially zoned properties are limited to the Murphy Avenue Corridor (Sylvan Hills) and the northernmost sections of Capitol View (Dill Avenue, Avon Avenue, Murphy Avenue and Sylvan Road). Commercially zoned properties dominate the main thoroughfares of Metropolitan Parkway and Cleveland Avenue. (see Map 3). The majority of the parcels in NPU-X are single-family residential properties zoned R-4 with small sections of Sylvan Hills zoned R-5. Several sections of high density housing in the Hammond Park (Crescent Hills), Perkerson (Landmark Christian), and Sylvan Hills (Sylvan Circle) are zoned RG-2 and higher.

The majority of the industrial properties within NPU-X are concentrated along its western boundaries along Murphy Avenue in the Capitol View and Sylvan Hills neighborhoods. These parcels lie less than 500 feet from major rail corridors and often contain abandoned rail spurs. Most of the industrially zoned parcels in the NPU are either underutilized buildings or vacant. These industrial properties can support new businesses that are compatible with adjacent residential properties.

Commercial zoning, primarily C-2, is used along Cleveland Avenue, Metropolitan Parkway, and Sylvan Road, which are also the most heavily traveled arterial roads in NPU-X. NPU-X retail services are concentrated at the intersections of a) Cleveland Avenue and Metropolitan Parkway, b) Sylvan Road at Perkerson Road, and c) the Lakewood Shopping Center (Metropolitan Parkway between Langford Parkway and Casplan Street). These districts contain a number of modest convenience stores, franchise businesses, laundry services and daycare centers. Auto parts dealerships and auto repair businesses are prevalent along Metropolitan Parkway with the largest

concentration in the Perkerson neighborhood. Financial and banking services are limited to check cashing services in scattered convenience stores and small branches in Sylvan Hills (Wachovia) and Hammond Park (Bank of America in Kroger Citi-Center).

It is recommended that all of the parcels currently zoned C-2 within the NPU shall be rezoned as Mixed Residential Commercial (MRC) Quality of Life Zoning Districts. All C-2 and OI zoned parcels on both sides of Metropolitan Parkway between the Lakewood Freeway and Deckner Avenue, as well as all parcels located north of Pegg Road and east of Metropolitan Parkway to be rezoned MRC – 3 to encourage the redevelopment of the substandard Lakewood Plaza. It is recommended that the area bound by Fair Drive, Metropolitan Parkway and the Lakewood Freeway off ramp be rezoned from C-2 and R-4 to the Multi-Family – 3 Quality of Life District to support the current construction of the Brookside Park development and to preserve the existing single family housing community.

The remaining C-2 zoned properties along Metropolitan Parkway (from Lakewood Freeway to Mt Zion Road) and Cleveland Avenue (from Springdale Road to Interstate 75) are recommended to be rezoned MRC-2 to encourage new development on underutilized parking lots and abandoned retail properties. The area bounded by Cleveland Avenue, Interstates 75 and 85 are recommended to be rezoned from C-1, C-2, I-1, RG-2 and R-4 to the Multi-Family – 3 Quality of Life District to support the development of new affordable housing and preserve the existing multi-family housing community.

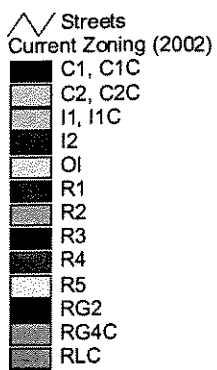
All of the parcels currently zoned I-1 (light industrial) or I-2 (heavy industrial) are recommended to be designated Live / Work Quality of Life Districts. The Live / Work zoning category will encourage the development of housing and commercial services within underutilized industrial districts. This zoning designation would be concentrated along the Murphy Avenue corridor, with an emphasis on the Lakewood and Oakland City MARTA Stations and their parking and station entrances on Murphy Avenue. The blockface bound by Division Street, Dill, Murphy, and Arden Avenues is recommended to be rezoned Multi-Family – 3 for the development of senior housing adjacent to the Oakland City MARTA Station.

Parcels within the NPU which have been designated RG-4 (Lakewood Christian and Trinity Christian) are recommended to retain their current zoning. The residential developments on Sylvan Road near the intersection of Perkerson Road (Sylvan Circle) are recommended to be rezoned from RG-2 to the Multi-Family – 2 Quality of Life District to preserve an existing supply of affordable and well-maintained housing within the NPU. The preexisting multi-family developments in the Hammond Park community such as Crescent Hills, Mt Zion and Beeler are recommended to be rezoned from RG-2 to the Multi-Family – 3 Quality of Life Zoning District to preserve the current stock.

Capitol View, Capitol View Manor, and Sylvan Hills have are nodes of commercial development zoned C-1 at the intersections of Dill Avenue @ Sylvan Road, Dill Avenue @ Metropolitan Parkway, and Sylvan Road @ Victory Drive. These nodes

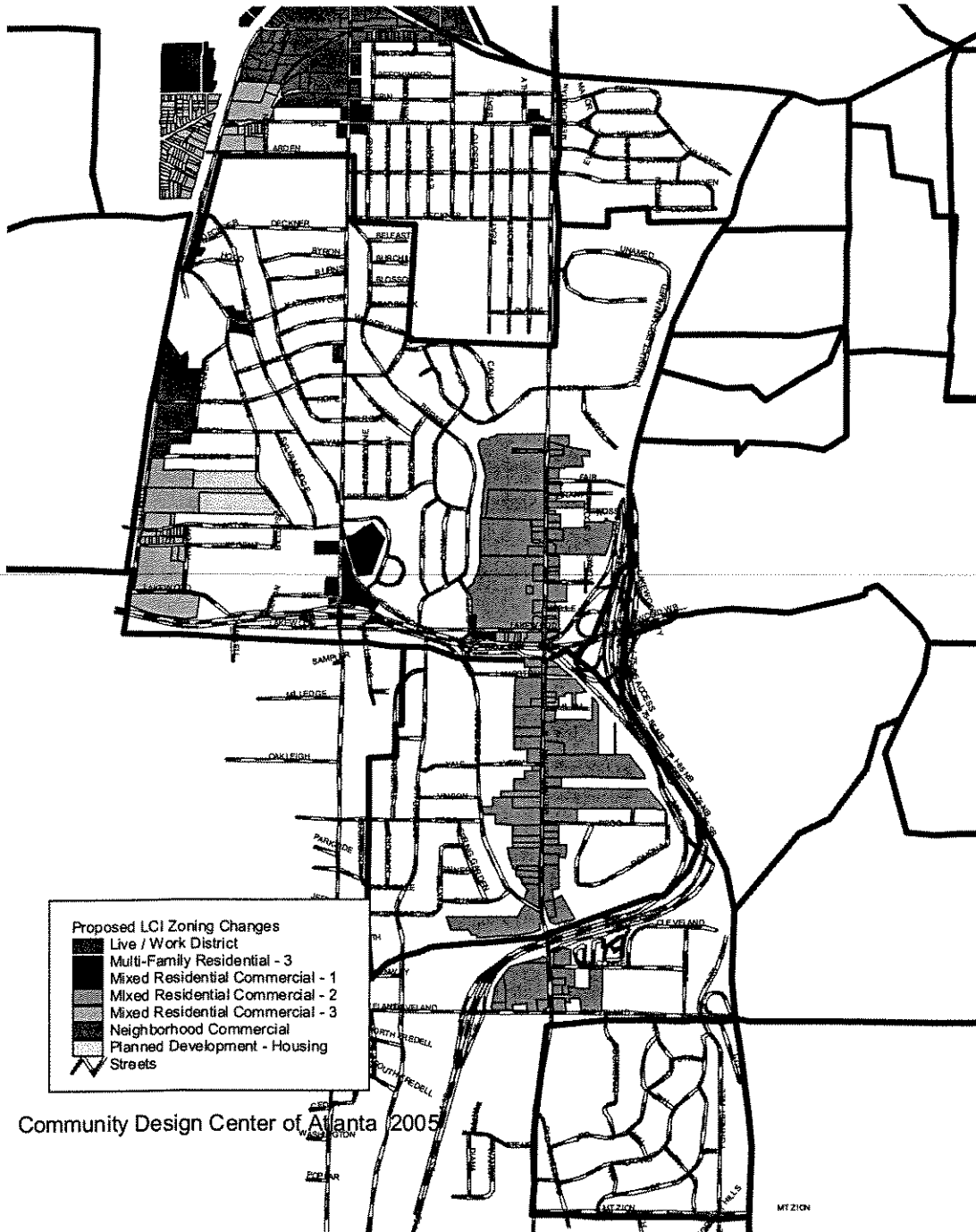
contain several historic structures and vacant lots. It is recommended that these nodes be rezoned as Neighborhood Commercial Districts that can better to preserve existing retail services and encourage the introduction of new commercial services.

Current Zoning



Map 4

Proposed Zoning Changes



SOCIO-ECONOMIC PROFILE

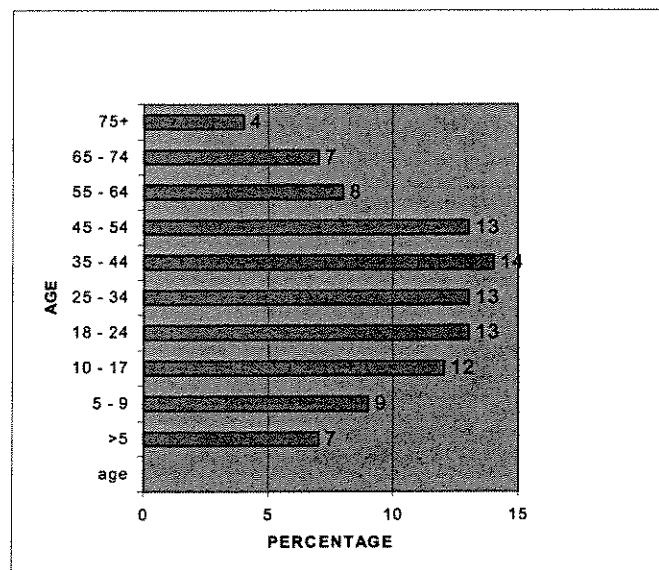
Population and race information from the United States Bureau of the Census at the Tract (1990) and Block levels (2000) is supplemented with the Claritas database that uses United States Census Bureau data special tabulations. The NPU-X neighborhood boundaries correspond to Census Tracts 65, 66.01, 74, and 75.

Residential Characteristics of NPU-X Neighborhoods

In 1990, NPU-X had a total population of 13,898. By 2000, the population declined slightly by 1.1% to 13,740. The decrease in NPU-X population from 1990 to 2000 was primarily due to population declines in Capitol View Manor (-8.1%), Hammond Park (-2.6%), and Sylvan Hills (-2.0%). During this same period, Capitol View and Perkerson experienced population growth of 1.5% and 4.0% respectively.

Racial transition has never been a factor in these predominantly African American communities in the past twenty years. However, an influx of white urban pioneers and immigrants (Asian / Hispanic) has initiated a change in the areas racial makeup. As a whole, NPU-X is 91% Black, 7.7% White and 1.3% Asian. Hispanics, which can be of any race, comprise 4.5% of the area population. Perkerson (5.1%), Sylvan Hills (4.4%), and Hammond Park (8.9%) have the highest concentration of Hispanics in NPU-X. In addition, Perkerson and Hammond Park (3.1%) also contain the highest concentrations of Asians in NPU-X. All of the neighborhoods within NPU-X are at least 4% White. Gentrification efforts in Sylvan Hills (8.3% white) are slowly altering the makeup of this neighborhood. The high concentration of whites (12.7%) in Perkerson is due primarily to the Lakewood Christian Manor senior housing project.

Figure 2 NPU-X Population by Age (2000 Census)



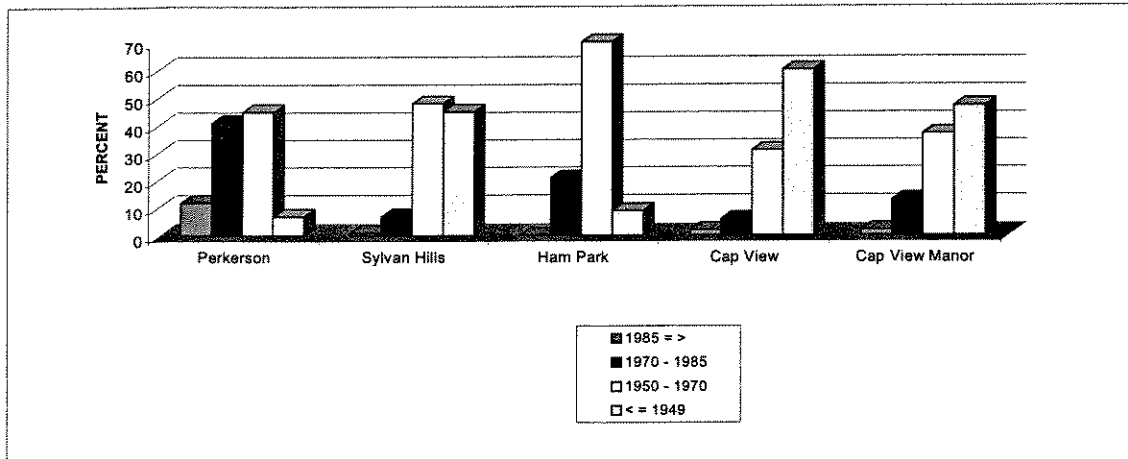
Households

As population numbers fluctuate for NPU-X, there has been a corresponding change in the number of households. In 1990, there were 5,339 households within the NPU-X neighborhoods. By 2000, there were 5,389 households, a 0.9% increase even though the population fell 1.1% in the same period. The number of NPU-X households grew 1% while the City of Atlanta lost 2% of its households.

In 2000, 53% of housing units in NPU-X were owner-occupied and 47% were renter occupied. The highest levels of owner-occupied housing were found in Capitol View Manor (82%), Capitol View (64%) and Sylvan Hills (55%). Neighborhoods that had a lower proportion of owner-occupied housing, such as Perkerson (45%) and Hammond Park (40%), maintained slightly higher percentages of owner-occupied housing units than the City of Atlanta (40%) in 2000. In NPU-X, female-headed households (1,611) account for 30% of the total households. This is slightly higher than the City of Atlanta that has approximately 20% female-headed households. The Atlanta region has a lower female-headed household rate of 13%.

Over 97% of the housing stock in NPU-X was built before 1985. Figure 3 tracks the average age of housing within these communities. Nearly half of the housing units in Capitol View (60%), Capitol View Manor (48%) and Sylvan Hills (45%) were built before 1950. Hammond Park, which contains a large number of multifamily dwellings (Crescent Hills), saw the majority (70%) of its housing stock developed between 1950 and 1970. Perkerson, which is comprised mostly of brick ranch dwellings and wooden bungalows, had nearly half (45%) of its housing units built between 1950 and 1970. The remainder of the housing units (41%) in Perkerson was built during the 1970's with the construction of the Landmark Christian Senior Housing Tower. Only in the past decade has there been significant infill housing built within NPU-X, with the majority of these developments located in Sylvan Hills.

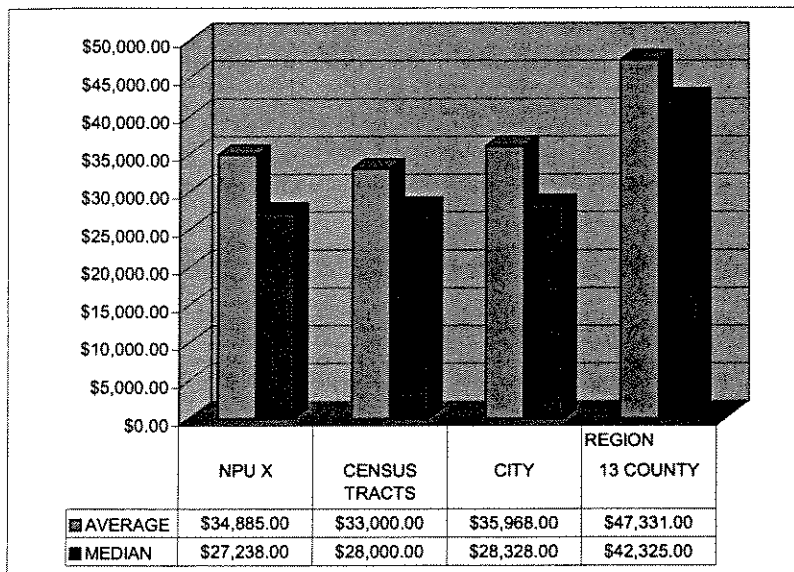
Figure 3 NPU-X Age of Housing Units by Neighborhood (2000 Census)



Income

Income levels for NPU-X residents are considerably lower than City of Atlanta averages. In 1991, the median household income within the NPU-X boundaries was approximately \$27,238. This median household income is 4% lower than the City of Atlanta at \$28,328 and 36% lower than the Atlanta region at \$42,325 (Figure 4). In 1991, approximately 19% of the NPU-X neighborhood households earned less than \$7,500 compared to 17% for the City of Atlanta and 7% for the Atlanta region. By 2002, median household incomes in NPU-X had risen to \$38,100.

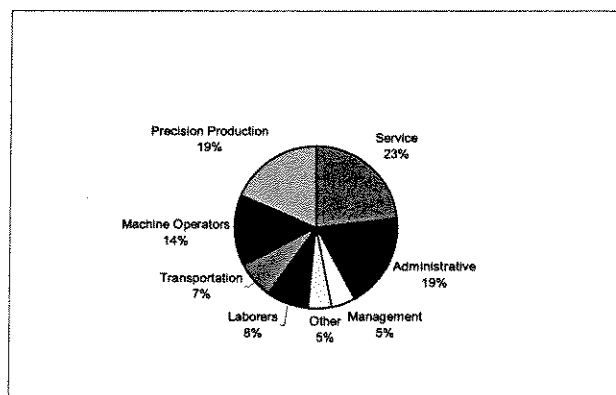
Figure 4 2000 Estimated Household Incomes for NPU-X and Atlanta Region



Occupational Characteristics

The working population of the NPU-X neighborhoods is primarily employed in blue collar and service jobs. Machine operators, precision production and craft employment account for over 14% of the occupations. Administrative support accounts for approximately 19% of the population by occupation. Service employment accounts for nearly 23% of the population. Fifteen percent of the working population is classified as transportation or laborer jobs (Figure 5).

Figure 5 NPU-X Occupational Characteristics (2000)



Hammond Park Neighborhood

Hammond Park is located north of the City of Hapeville, east of the City of East Point and is the southernmost neighborhood in NPU-X. It is bounded on the north and west by Interstate 85, to the south Mt. Zion Road, and to the east by Interstate 75.

In 1990, Hammond Park had 3,202 persons occupying 1,042 households. By 2000, the population had declined 2.6% to 3,119 and the number of households rose 0.4% to 1,046.

The racial composition of Hammond Park in 2000 stood at 8.3% white, 3.1% Asian and 88.7% African American. Those persons identifying themselves as Hispanic comprised 8.9% of the population in Hammond Park. Median family incomes in Hammond Park were \$30,400. Current appraised property values in Hammond Park were \$82,000 with median home values at \$68,700.

In Hammond Park, 12.5% (390) of the residents were age six and under, 24% (749) were between ages six to seventeen, and 10.7% (333) were ages 65 and over.

In Hammond Park, 71% of the households had moved to the area within the past five years while 21% of the households had been residents of the area for more than ten years. Housing stock in Hammond Park is relatively young for this NPU, even though only three (0.3%) of its housing units built after 1985. Nearly 9% (105) of the

housing units in Hammond Park were built before 1950. Over 60% (709) of the housing units in Hammond Park are renter-occupied, 29% of the units were owner-occupied and 11% of the units were vacant. Nearly 37% (431) of the housing stock is comprised of single-family dwellings and the remaining 63% (747) are multi-family. Of the 431 single-family housing units in Hammond Park, 22% (91) are renter-occupied.

Perkerson Neighborhood

Perkerson is located east of the City of East Point and is due north of the Hammond Park neighborhood in NPU-X. It is bounded on the north by the Langford Parkway, to the west by the City of East Point, to the south by Interstate 85, and to the east by Interstate 75.

In 1990, Perkerson had 2,181 persons occupying 1,120 households. By 2000, the population had increased 4% to 2,268 and the number of households rose 8% to 1,208. The racial composition of Perkerson in 2000 stood at 12.7% white, 3.1% Asian and 84.2% African American. Those persons identifying themselves as Hispanic comprised 5.1% of the population in Perkerson. Median family incomes in Perkerson were \$33,100. Current appraised property values in Hammond Park were \$91,000 with median home values at \$74,700.

In Perkerson, 7% (158) of the residents were age six and under, 14.7% (333) were between ages six to seventeen, and 27.2% (618) were ages 65 and over.

In Perkerson, 59% of the households had moved to the area within the past five years while 25% of the households had been residents of the area for more than ten years. Housing stock in Perkerson is relatively young for this NPU, especially since 12% of its housing units (145) were built after 1985. Although Perkerson contains the historic Gilbert House (circa 1870), only 7% (83) of the housing units in Hammond Park were built before 1950. Of the 504 (41% of housing units in Perkerson) units built between 1970 and 1985, the Landmark Christian Senior Housing complex comprises 496 of those units. Over 55% (683) of the housing units in Perkerson Park are renter-occupied, 43% of the units were owner-occupied and 2% of the units were vacant. Nearly 47% (577) of the housing stock is comprised of single-family dwellings, 1% (16) are duplexes and 40% (496) are concentrated in the Landmark Christian Senior Housing facility. Of the 577 single-family housing units in Perkerson, 9% (52) are renter-occupied.

Sylvan Hills Neighborhood

Sylvan Hills is located in the center of NPU-X and east of the Fort McPherson Army Complex. It is the largest neighborhood in NPU-X in terms of land area and population. Sylvan Hills is bounded on the north by Deckner Avenue and the Perkerson Park recreational area, to the west by Lee Street and the MARTA rail corridor, to the south by the Langford Parkway, and to the east by Interstate 75.

In 1990, Sylvan Hills had 5,303 persons occupying 2,089 households. By 2000, the population had declined 2.0% to 5,195 and the number of households fell 1.2% to 2,064. The racial composition of Sylvan Hills in 2000 stood at 7.2% white, 0.2% Asian and 92.6% African American. Persons identifying themselves as Hispanic made up 4.4% of the year 2000 population in Sylvan Hills. Median family incomes in Sylvan Hills

were \$40,700. Current appraised property values in Sylvan Hills were \$112,000 with median home values at \$73,400.

In Sylvan Hills, 9.5% (495) of the residents were age six and under, 19.6% (1019) were between ages six to seventeen, and 8.9% (461) were ages 65 and over.

In Sylvan Hills, 54% of the households had moved to the area within the past five years while 35% of the households had been residents of the area for more than ten years. Housing stock in Sylvan Hills is relatively old for this NPU, although 24 (1.1%) of its housing units were built after 1985. Over 45% (973) of the housing units in Sylvan Hills were built before 1950. The bulk (48%) of the housing units in Sylvan Hills was built between 1950 and 1970. Over 45% (974) of the housing units in Sylvan Hills are renter-occupied, 51% of the units were owner-occupied and 4% of the units were vacant. Over 70% (1,504) of the housing stock is comprised of single-family dwellings and the remaining 30% (644) are multi-family. Of the 1,504 single-family housing units in Sylvan Hills, 27.5% (414) are renter-occupied.

Capitol View Manor Neighborhood

Capitol View Manor, located south of the Pittsburgh community and north of the Atlanta Metropolitan College campus, is the smallest neighborhood in NPU-X in terms of both land area and population. It is bounded on the north by the L & N rail corridor, to the west by Metropolitan Parkway, to the south by the Atlanta Metropolitan College campus, and to the east by Interstate 75.

In 1990, Capitol View Manor had 1,015 persons occupying 327 households. By 2000, the population had declined 8.1% to 933 and the number of households fell 8.9% to 298. Capitol View Manor was the only neighborhood in NPU-X to experience this level of decline in households and population between 1990 and 2000.

The racial composition of Capitol View Manor in year 2000 was 4.7% white, 0.1% Asian and 95.2% African American. Median family incomes in Capitol View Manor of \$58,700 are the highest found in NPU-X. Current appraised property values in Capitol View Manor were \$107,000 with median home values at \$84,500, also the highest on average of all the communities within NPU-X.

In Capitol View Manor, 10.9% (102) of the residents were age six and under, 20.5% (191) were between ages six to seventeen, and 10% (93) were ages 65 and over.

In Capitol View Manor, 26% of the households had moved to the area within the past five years while 58% of the households had been residents of the area for more than ten years. Housing stock in Capitol View Manor is relatively old for this NPU, although six (1.9%) of its housing units built after 1985. Nearly 48% (151) of the housing units in Capitol View Manor were built before 1950. Over 18% (58) of the housing units in Capitol View Manor are renter-occupied, 75% of the units were owner-

occupied and 7% of the units were vacant. Nearly 93% (295) of the housing stock are single-family dwellings and the remaining 7% (23) are duplexes. Of the 295 single-family housing units in Capitol View Manor, 19% (55) are renter-occupied.

Capitol View Neighborhood

Capitol View, located south of the Adair Park community and west of the Atlanta Metropolitan College campus, is the northernmost neighborhood in NPU-X. It is bounded on the north by the L & N rail corridor, to the east by Metropolitan Parkway and the Atlanta Metropolitan College campus, to the south by the Perkerson Park Recreational Area and Deckner Avenue and to the west by Lee Street and the MARTA rail corridor. It is the only neighborhood in NPU-X that is not adjacent to any major freeways.

In 1990, Capitol View had 2,195 persons occupying 761 households. By 2000, the population had increased 1.3% to 2,225 and the number of households rose 1.6% to 773. Capitol View was one of two neighborhoods in NPU-X to experience an increase in households and population.

The racial composition of Capitol View in 2000 stood at 4.1% white, 0.1% Asian and 95.7% African American. Capitol View Manor, which is adjacent to Capitol View to its east, shares nearly identical racial compositions and contains the highest concentrations of African Americans within NPU-X. In Capitol View, 0.2% of the population identified themselves as Hispanic. Median family incomes in Capitol View were \$27,600, which were the lowest found in NPU-X. Current appraised property values in Hammond Park were \$95,000 with median home values at \$70,600, which were also the highest on average of all the communities within NPU-X.

In Capitol View, 11% (244) of the residents were age six and under, 20.5% (456) were between ages six to seventeen, and 8.1% (181) were ages 65 and over.

In Capitol View, 51% of the households had moved to the area within the past five years while 31% of the households had been residents of the area for more than ten years. Capitol View contains some of the oldest housing inventory in NPU-X, although eighteen (1.9%) of its housing units built after 1985. Over 60% (579) of the housing units in Capitol View were built before 1950. Nearly 36% (344) of the housing units in Capitol View are renter-occupied and 45% of the units were owner-occupied. With nearly 19% of the housing units vacant, Capitol View has the highest vacancy rate in NPU-X. Nearly 78% (748) of the housing stock is comprised of single-family dwellings and the remaining 22% (221) are duplexes and some small apartment properties. Of the 748 single-family housing units in Capitol View Manor, 43% (319) are renter-occupied.

NPU-X LAND USE SURVEY

The Community Design Center of Atlanta (CDCA) surveyed changes in neighborhood land use in NPU-X between September 2002 and May 2004. The presence of underutilized residential land is the principal development asset in the five neighborhoods. The neighborhoods maintain a strong residential core and maintain their high standards for residential quality should be supported and expanded. Most vacant land in NPU-X was previously residential property, is fully served by City infrastructure, and now offers fresh opportunities for new residential redevelopment and revitalization.

Table 1 lists the amount of vacant land the relative distribution of commercial and residential land use by parcels and total neighborhood acreage. Land Use measures in NPU-X include:

- Residential land consists of 64.3% of total land and 87.8% of the parcels.
- Commercial land (including Atlanta Metropolitan College) comprises 24.3% of NPU-X's land but makes up only 8.6% of the parcels due to average sizes of commercial parcels being larger than residential parcels.
- Industrial land comprises 11.4% of NPU-X's land but makes up only 3.6% of the parcels due to average sizes of commercial parcels being larger than residential parcels.

Land uses in NPU-X were surveyed and recorded along with housing conditions. Vacant land was inventoried and condition assessments for all improved property were made. Survey information is cataloged and mapped to define current land use and potential areas for recreational, residential, and commercial development.

Table 1 NPU-X Land Uses Survey Condensed Categories

2004 Land Use Description	Parcels	% of Total Parcels
Residential Land	4294	87.8%
Industrial Land	178	3.6%
Commercial Land	420	8.6%
Totals	4892	100.0%

Table 2 lists the types of non-residential uses in the NPU and includes retail and wholesale trade, manufacturing, religious and educational services, and neighborhood commercial. It is recommended that NPU-X expand existing retail / commercial areas that serve the area on Metropolitan Parkway, Sylvan Road, Murphy Avenue and Cleveland Avenue corridors through commercial and mixed use development. Potential development sites for commercial services are located near the Oakland City and Lakewood MARTA stations. Table 3 identifies land use for vacant lots based on its current zoning.

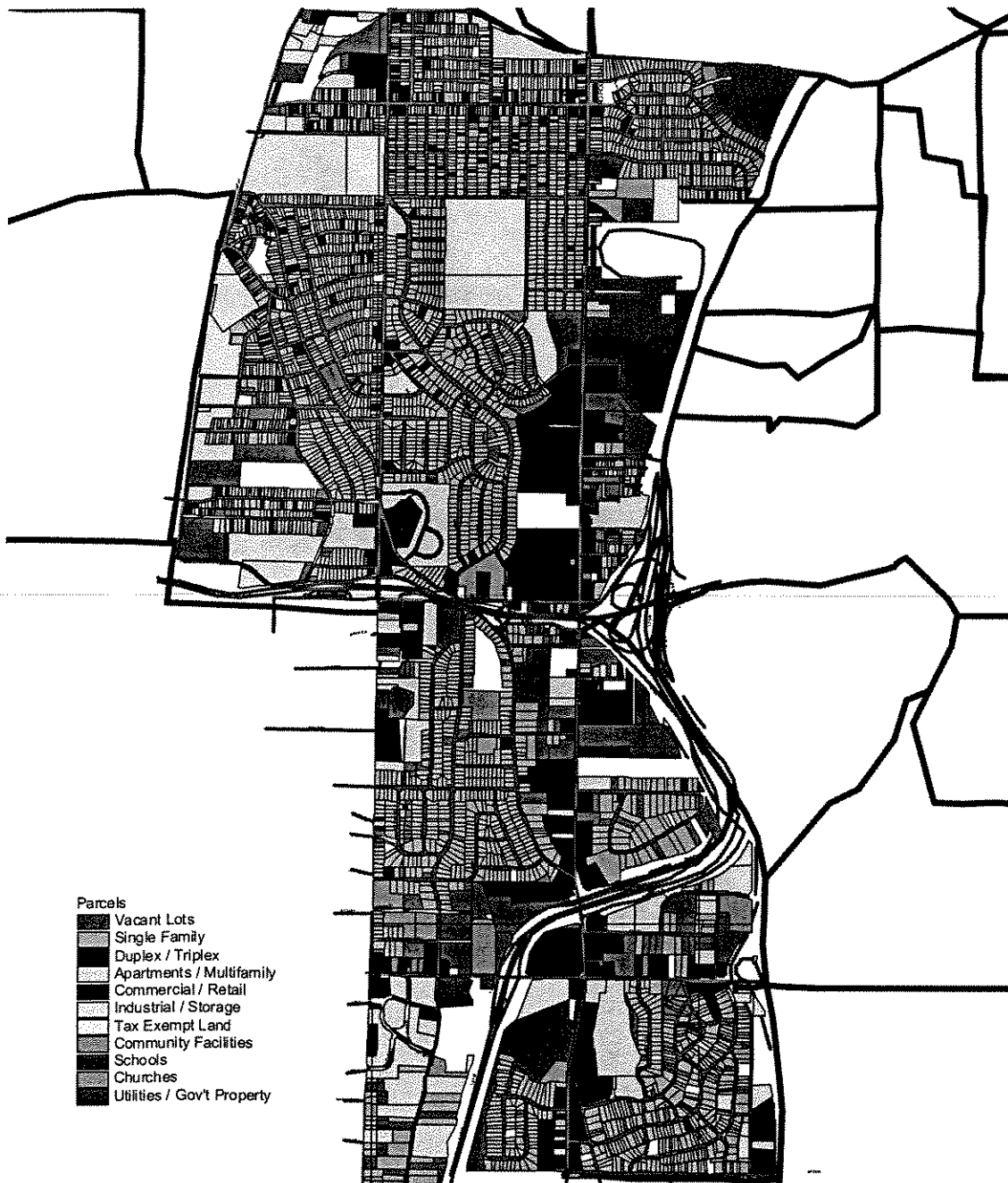
Table 2 NPU-X Land Uses 2004 CDCA Survey Non-Residential Categories

Description	Number of Parcels
Manufacturing	42
Educational	2
Religious and Social Services	22
Retail / Commercial	71
Other Non-Residential	106
Totals	243

Table 3 NPU-X Distribution of Vacant Land

2004 Land Use Description	Parcels	% of Total Parcels
Residential Land	137	70.3%
Industrial Land	20	10.3%
Commercial Land	38	19.4%
Totals	195	100.0%

Map 5 Current Land Use



TAX DELINQUENCY IN NPU-X COMMUNITIES

A small portion of the residential property in NPU-X (1.4%) is tax delinquent. One hundred fourteen out of 4,892 parcels are tax delinquent for two years or more. Table 4 lists current land uses and their tax status. Tax delinquent parcels are identified on Map 5.

Table 4 Tax Delinquency and Land Use

Land Use	Total Parcels	Delinquent Parcels (2 or more years)	Percentage Delinquent * (2 or more years)
Vacant Lots	569	63	11.1%
Industrial	42	1	2.4%
Transportation/Utilities	86	0	0.0%
Wholesale/Retail Commercial	71	5	7.1%
Religious Service	22	0	0.0%
Educational Service	2	0	0.0%
Single Family Housing	2985	43	1.4%
Multi-Family / Duplexes	294	2	0.7%

Table 4 defines 2004 delinquency rates as 2.4% for industrial parcels, 0.7% for multi-family residences, and 7.1% for commercial parcels. The delinquent parcels combined account for 2.4% of all tax delinquent property in NPU-X. The 2004 survey identified 11.1% of vacant parcels in NPU-X as tax delinquent. NPU-X's 43 tax delinquent single-family structures account for 1.4% of the single-family parcels in the NPU.

High levels of tax delinquency are symptomatic of a weak housing market. Deterioration of physical conditions is accelerated when households have inadequate incomes but also when residents and investors are prepared to abandon property. Table 4 illustrates the relationship between tax delinquency and substandard structural conditions.

Tax Delinquency

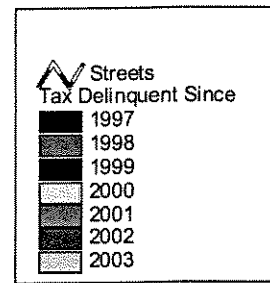


Table 5 Tax Delinquency and Structure Conditions

Condition	Total Parcels	Total Delinquent	Percentage of Parcels that are Tax Delinquent
Vacant Land	548	93	17.0%
Dilapidated	13	2	15.4%
Deteriorated	61	8	13.1%
Substandard	85	13	15.3%
Standard	4128	43	1.1%

The Fulton/Atlanta Land Bank Authority (LBA) holds the capacity to extinguish back taxes on a targeted number of delinquent parcels in NPU-X if sponsors agree to development. Tax delinquent vacant land (93 parcels) presents the largest category of delinquent property. Standard housing (43 units) also accounts for high numbers of delinquent units. Delinquency for standard housing has declined by 75% in the past few years (2000 to 2003) from 163 units, indicating gentrification and sharp increase in housing demand.

RESIDENTIAL HOUSING CONDITIONS

The survey of housing conditions in NPU-X measured levels of condition that include Standard, Substandard, Deteriorated, Dilapidated and Vacant. Generally dilapidated means the structure should be demolished; deteriorated is when repair costs do not exceed 50% of the replacement value, substandard has some relatively minor repair needs and standard refers to a structure in good condition with only cosmetic deficiencies. The survey results are displayed in Table 6.

Table 6 Structural Conditions

Type of Land Use	Dilapidated	Deteriorated	Substandard	Standard	Total
Single Family	9	46	80	3700	3845
Multi-Family	0	0	1	21	22
Duplex	1	3	1	283	288
Commercial	2	0	24	54	80
Industrial	3	1	4	50	58

The number of standard single-family housing units in 2003 was 3700. The survey measured 12 dilapidated units, 58 deteriorated units, and 75 substandard units. There is only one substandard multi-family property in NPU-X out of twenty-two multi-family properties. The remainder of the multi-family properties are standard. Out of 288 duplex properties in NPU-X, one was dilapidated, three were deteriorated, and one was

substandard. The remaining 283 properties were standard. One atypical aspect of housing conditions in NPU-X is that while owner occupied housing makes up only one third of the NPU, the incidence of substandard conditions are twice as likely to be present in owner occupied units. One hundred five (105) owner occupied units were substandard, deteriorated or dilapidated.

Commercial and industrial parcels were assessed for conditions. In 2003, 54 commercial and 50 industrial properties were standard, 24 commercial and four industrial parcels were substandard, one industrial parcel was deteriorated, and two commercial and three industrial parcels were dilapidated.

THE HOUSING MARKET

Similar to many of Atlanta's inner city neighborhoods, NPU-X has seen a steady increase of housing sales that signal a new set of problems relating to gentrification. Portions of the NPU, most noticeably Capitol View and Hammond Park are burdened with tax delinquent properties, vacant lots and substandard housing. The dismantlement that causes these conditions has accelerated and dilapidated conditions are now a prominent characteristic for sections of the NPU.

The amount of residential housing stock in NPU-X has slightly increased (1% since 1995) with new single-family housing development limited to scattered sites in Sylvan Hills and Capitol View. The predominant housing type is single family detached with an average unit size of two bedrooms. Capitol View and Sylvan Hills has the oldest houses in the area, 1936 the median year of construction as opposed to the City's median of 1958. Reasons for the lack or absence of real estate investment dollars in other locations within NPU-X include:

- The high crime rate, vandalism and drug problem.
- Lack of financial institutions willing to invest in the area.
- Difficulty in building new homes in the area due to theft and vandalism.
- High cost of renovating deteriorated housing due to structural problems

The NPU-X housing market has experienced a gradual increase in activity for the past five years. The analysis involved research into past housing sales and appraised property values.

Real estate transfer data for single-family residential sales in NPU-X shows a dramatic increase in sales between 2000 and 2004 while median sales prices remained flat. Typical housing in NPU-X are single family, 2 bedroom bungalow units with an average size of 1350 square feet. Single-family homes sold at an average price of \$104,975 between 2000 and 2004. (Table 7)

Table 7 Housing Sales

Neighborhood	# of Sales (2000)	Median Sales (2000)	# of Sales (2001)	Median Sales (2001)	# of Sales (2002)	Median Sales (2002)	# of Sales (2003)	Median Sales (2003)	# of Sales (2004)	Median Sales (2004)
Sylvan Hills	72	83,055	81	93,810	124	108,010	131	119,160	85	122,830
Hammond Park	35	66,020	27	72,775	44	72,220	48	103,775	39	77,535
Perkerson	30	82,115	26	97,270	29	94,570	19	92,570	10	103,500
Capitol View	48	76,400	77	101,725	69	120,895	93	140,325	63	120,285
Capitol View Manor	14	106,115	16	113,255	17	122,900	22	128,245	12	128,145
Overall	199	79,935	227	95,760	283	105,105	313	122,115	209	112,990

Source: TRW REDI 2000-2004

Nearly half (47.4%) of all of NPU-X's housing stock was renter-occupied in 2004. The rental occupancy for single-family properties in NPU-X was 26.3%. Capitol View has the highest single-family rental occupancy of 42.6% and the lowest median family income (\$27,600) within the NPU. Perkerson, which had the lowest single-family rental rate of 9%, possesses the second-highest overall rental rate of 55.3%.

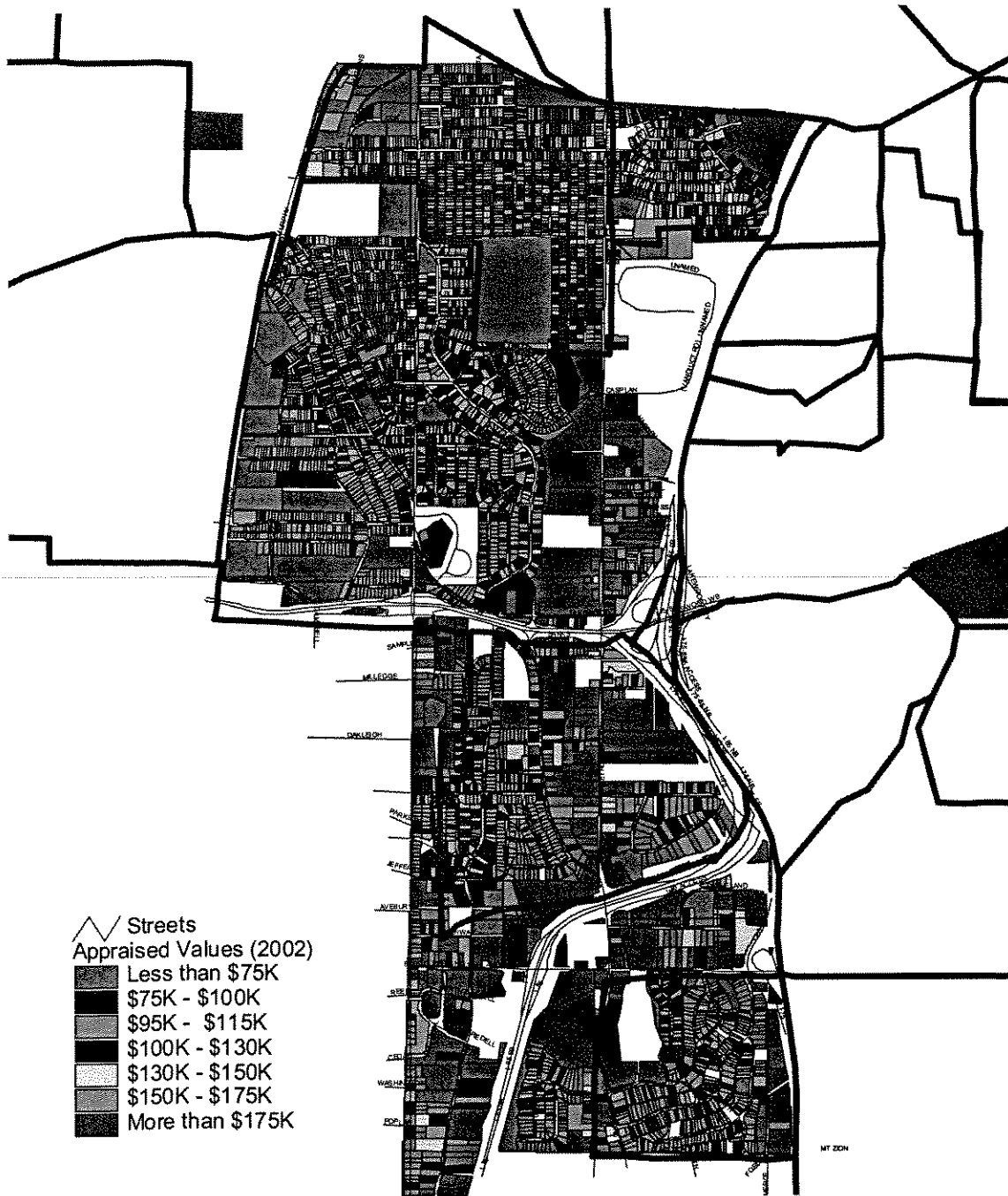
Table 8 Housing Occupancy

Neighborhood	Housing Units	Owner Occupied	Renter Occupied	Percentage Renter Occ	# of SF Hsg Units	# of Rented SF Units	% of Rented SF Units
Hammond Park	1178	337	709	60.2%	431	94	21.8%
Sylvan Hills	2148	1090	974	45.3%	1504	414	27.5%
Capitol View	960	429	344	35.8%	748	319	42.6%
Capitol View Manor	318	240	58	18.2%	295	55	18.6%
Perkerson	1234	525	683	55.3%	577	52	9.0%
Totals	5838	2621	2768	47.4%	3555	934	26.3%

Source: Fulton County Tax Assessors Office 2004

Map 7

Appraised Property Values (2002)



Legislative White Paper

Committee of Purview: Community Development and Human Resources Committee

Caption: A RESOLUTION ADOPTING THE NPU-X COMPREHENSIVE PLAN BY REFERENCE INTO THE 2004-2019 COMPREHENSIVE DEVELOPMENT PLAN OF THE CITY OF ATLANTA; AND FOR OTHER PURPOSES.

Council Meeting Date: July 5, 2005

Legislation Title:

Requesting Dept: Planning and Community Development

Contract Type:NA

Source Selection:

Bids/Proposals Due: NA

Invitations Issued:

Number of Bids/

Proposals Received: NA

Bidders/Proponents: NA

Justification Statement:

Background: The NPU-X Plan sets the framework for new development into the CDP and needs to be adopted into the City Comprehensive Development Plan prior to implementation.

Fund Account Center: 1B02

Source of Funds: City CDBG funds

Fiscal Impact: NA

Term of Contract:NA

Method of Cost Recovery:NA

Approvals:

DOF:

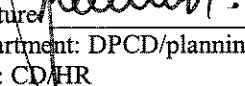
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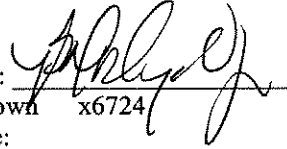
Elmer Wathen
David Butler

Prepared By: garnett brown x6724

TRANSMITTAL FORM FOR LEGISLATION

To Mayor's Office: Greg Pridgeon
(for review & distribution to Executive Management)

Commissioner's Signature: 
From Originating Department: DPCD/planning
Committee of Purview: CD/HR
Committee Meeting Date: 6/28/2005

Director's Signature: 
Contact: Garnett Brown x6724
Committee Deadline:
Council Meeting Date: 7/5/2005

CAPTION

A RESOLUTION ADOPTING THE NPU-X COMPREHENSIVE PLAN BY REFERENCE INTO THE 2004-2019 COMPREHENSIVE DEVELOPMENT PLAN OF THE CITY OF ATLANTA; AND FOR OTHER PURPOSES.

BACKGROUND/PURPOSE/DISCUSSION

THE NPU-X PLAN IS A COMMUNITY BASED PLAN THAT HAS BEEN DEVELOPED OVER THE PAST YEAR TO SERVE AS A BLUEPRINT FOR NEW DEVELOPMENT THROUGHOUT THE NPU.

FINANCIAL IMPACT (if any)

NA

OTHER DEPARTMENT(S) IMPACTED: <none>

COORDINATED REVIEW WITH:

Mayor's Staff Only

Received by Mayor's Office:

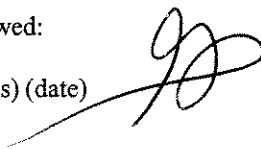
(date)

6.8.05



Reviewed:

(initials) (date)



Submitted to Council:

(date)

Action by Committee:

☐ Approved ☐ Adversed ☐ Held ☐ Amended
☐ Substitute ☐ Referred ☐ Other _____